

4.9 Land Use and Planning

This section discusses land use and planning impacts related to the HEU. This section analyzes potential environmental impacts related to land use plans or policies, state planning initiatives, neighborhood compatibility, proximity to agricultural sites, and noise/land use compatibility. This section is based on land use and technical data developed by the City of Encinitas (City).

4.9.1 Existing Conditions

4.9.1.1 Environmental Setting

As previously discussed in Chapter 2.0, the City is bounded on the west by the Pacific Ocean; on the north by Batiquitos Lagoon Reserve and the City of Carlsbad; on the east by open space in unincorporated San Diego County; and on the south by San Elijo Lagoon Reserve and the City of Solana Beach. The City is comprised of five unique and geographically distinct communities: Old Encinitas, New Encinitas, Leucadia, Cardiff, and Olivenhain (see Figure 2-2). The City is geographically characterized by long stretches of coastal beaches, cliffs, bluff-top mesas, rolling hills and mountain foothills tied together by watershed canyons and coastal tidal lagoons.

4.9.1.2 Existing Land Uses

Reflective of the topography, historic agricultural land uses and rural residential character of the inland areas of the City, urban-style development has concentrated along the coast and transportation routes. In the coastal communities of Leucadia, Old Encinitas, and Cardiff, development intensity generally decreases from west to east into New Encinitas and becomes semi-rural in the hills of Olivenhain. The City is developed with a range of land uses that include a mix of single-family and multi-family (condominiums, apartments, and duplexes), and estate residential homes spread through coastal, inland, and rural residential neighborhoods.

Retail, office, and service commercial uses in the City are primarily located along transportation corridors and generally are characterized as automobile oriented strip commercial, Main Street - downtown, Village Center, and neighborhood service commercial types. The City has a significant number of agricultural greenhouses located along both sides of Interstate 5 in Leucadia, Old and New Encinitas, and Cardiff. There are also mixed public facilities (including educational, institutional, public utility, and governmental offices); and other land uses (including agricultural field crops, recreational parks, trails, and open space, public beaches, habitat areas, watersheds, and vacant lands). Lower

density uses, including agriculture, recreational uses, and low-density residential uses are largely located within the eastern portion of the City.

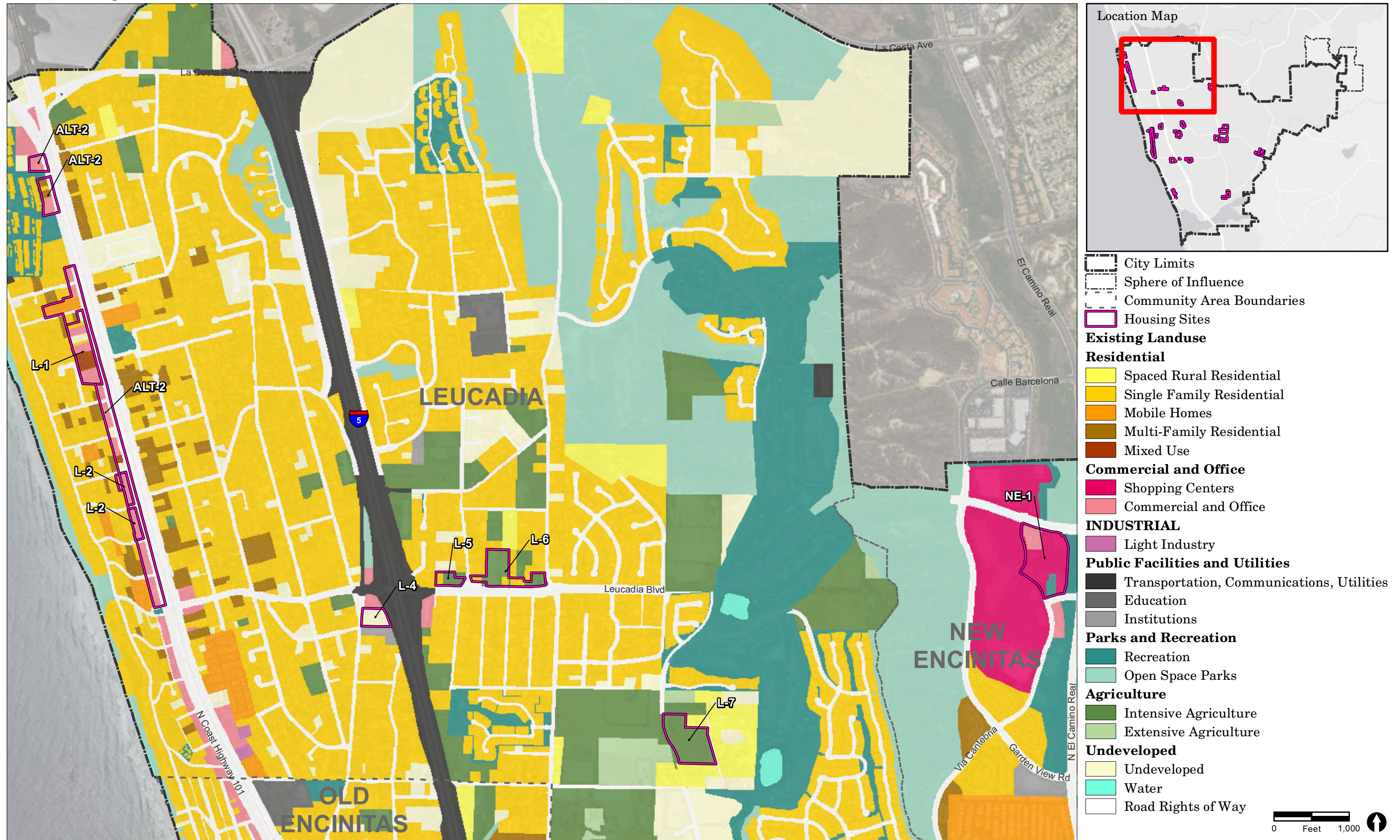
4.9.1.3 Existing Land Use Detail

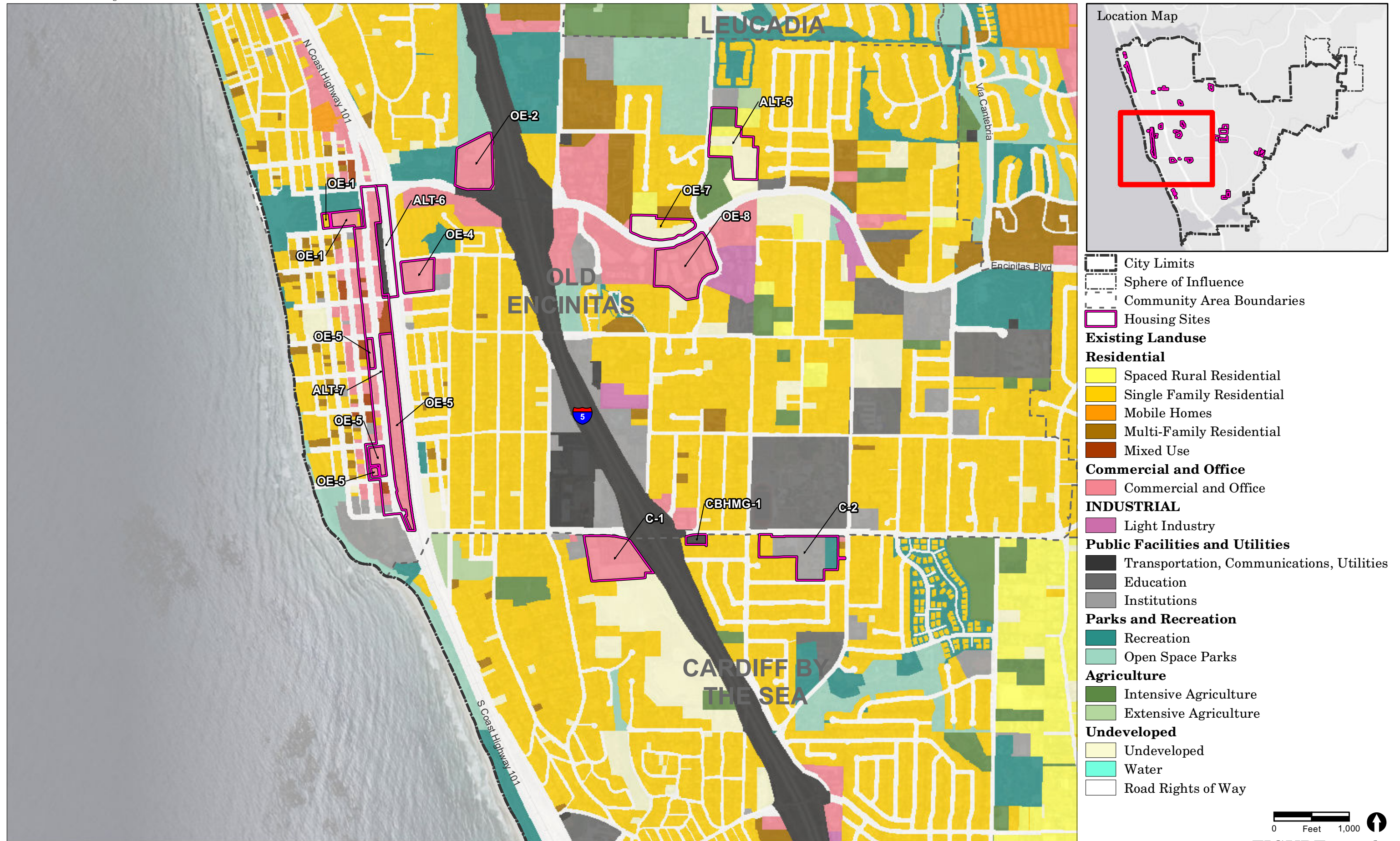
The City encompasses 13,328 acres within the Planning Area. The Planning Area includes the City's incorporated limits and Sphere of Influence (SOI), with a distribution of uses including residential, commercial and office, industrial, public and quasi-public, parks and open space, agriculture, vacant uses, and roads. This inventory includes 240 acres of bays/lagoons, ponds, and water. Table 4.9-1 shows the City's existing land use and activities distribution. (This is different than the land use plan or zoning). This table is useful as it shows the "on-the-ground" allocation of different land use activities. Figures 4.9-1a through 4.9-1d shows the spatial arrangements of these existing land uses in the City. The following sections describe specific acreages and existing land use patterns.

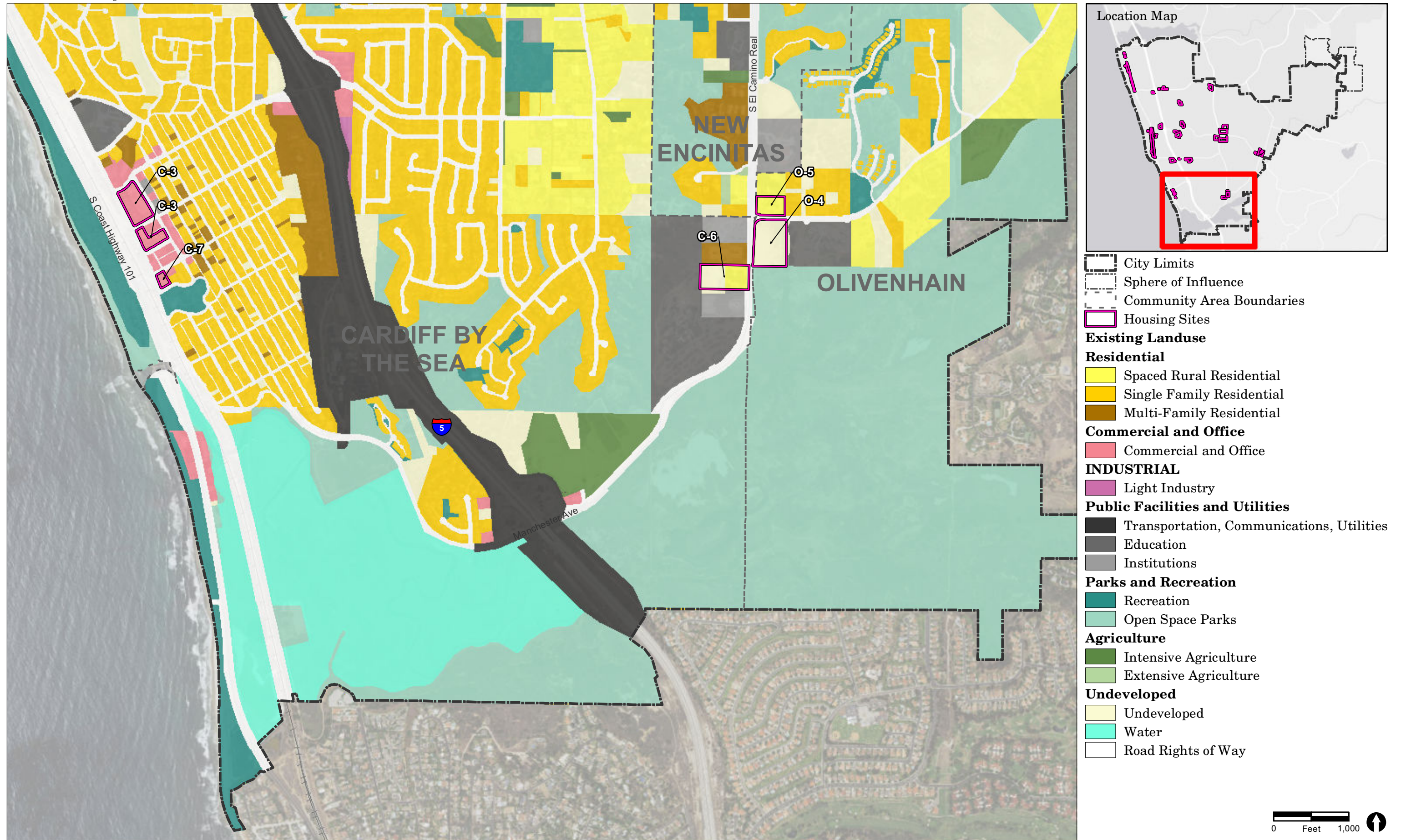
Table 4.9-1 Existing Land Use Distribution		
Land Use	Land Use Acres	Percent of Total
Residential	5,926	44.5%
Spaced Rural Residential	1,572	11.8%
Single-Family Detached	3,269	24.5%
Single-Family Multiple Units	797	6.2%
Single-Family Residential Without Units	23	0.2%
Mobile Home Park	64	0.5%
Multiple Family	194	1.5%
Multiple Family Residential Without Units	0.18	<0.1%
Mixed Use	7	<0.1%
Commercial and Office	417	3.1%
Arterial Commercial	85	0.6%
Automobile Dealership	15	0.1%
Community Shopping Center	115	0.9%
Hotel/Motel (Low-Rise)	14	0.1%
Neighborhood Shopping Center	98	0.7%
Office (Low-Rise)	60	0.4%
Other Retail Trade and Strip Commercial	10	0.1%
Service Station	14	0.1%
Specialty Commercial	6	<0.1%
Industrial	21	0.2%
Industrial Park	8	0.1%
Light Industry – General	1	<0.1%
Public Storage	12	0.1%
Warehousing	0.00	0
Public and Quasi-Public	787	5.9%
Communication and Utilities	48	0.4%
Elementary School	69	0.5%
Fire/Police Station	8	0.1%
Freeway	300	2.3%
Government Office/Civic Center	5	<0.1%
Hospital – General	5	<0.1%
Junior College	42	0.3%

**Table 4.9-1
Existing Land Use Distribution**

Land Use	Land Use Acres	Percent of Total
Junior High School or Middle School	39	0.3%
Junkyard/Dump/Landfill	38	0.3%
Library	2	<0.1%
Other Group Quarters Facility	18	0.1%
Other Health Care	23	0.2%
Other Public Services	7	0.1%
Other School	22	0.2%
Other Transportation	13	0.1%
Park and Ride Lot	1	<0.1%
Parking Lot – Surface	19	0.1%
Post Office	5	<0.1%
Rail Station/Transit Center	2	<0.1%
Religious Facility	78	0.6%
School District Office	3	<0.1%
Senior High School	40	0.3%
Parks and Recreation	2,945	22.1%
Beach – Active	31	0.2%
Beach - Passive	46	0.3%
Golf Course	191	1.4%
Golf Course Clubhouse	6	<0.1%
Landscape Open Space	17	1.3%
Open Space Park or Preserve	2,299	17.3%
Other Recreation – High	32	0.2%
Park – Active	119	0.9%
Residential Recreation	45	0.3%
Agriculture	419	3.1%
Field Crops	56	0.4%
Intensive Agriculture	363	2.7%
Vacant / Undeveloped	1,075	8.1%
Commercial Under Construction	0.18	<0.1%
Office Under Construction	2	<0.1%
Residential Under Construction	43	0.3%
Vacant and Undeveloped Land	1,030	7.7%
Road Right-of-Way	1,498	11.2%
Water	240	1.8%
Bay or Lagoon	233	1.7%
Lake/Reservoir/Large Pond	5	<0.1%
Water	2	<0.1%
TOTAL	13,328	
SOURCE: SanGIS Landbase, San Diego Association of Governments (SANDAG), San Diego County Assessor's Master Property Records, 2015a.		

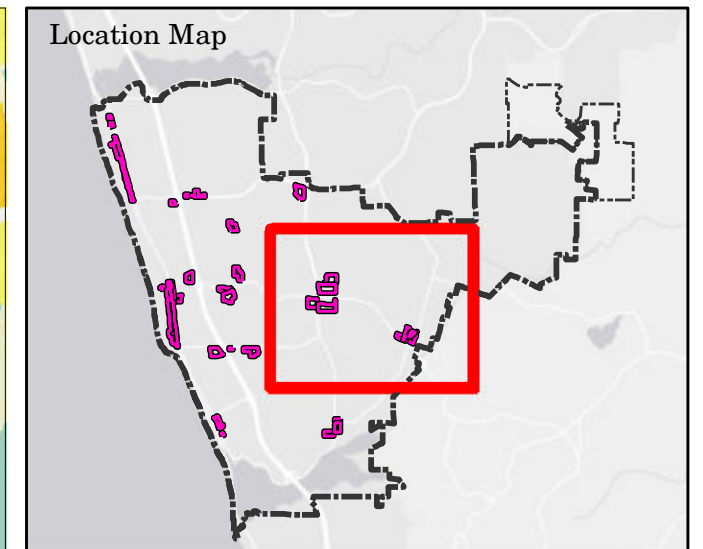
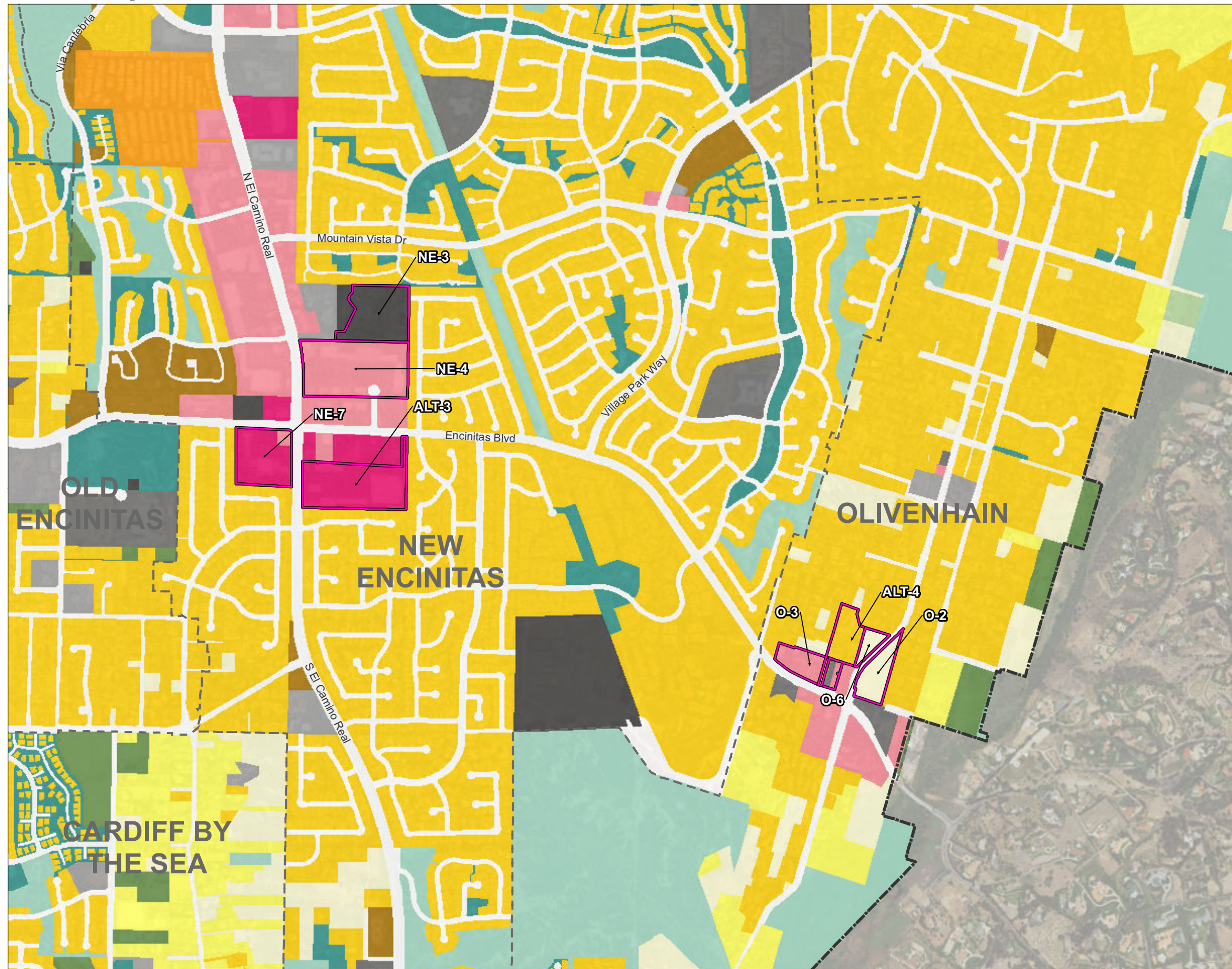






0 Feet 1,000

FIGURE 4.9-1c
Existing Land Uses



- City Limits
- Sphere of Influence
- Community Area Boundaries
- Housing Sites
- Existing Landuse**
- Residential**
- Spaced Rural Residential
- Single Family Residential
- Mobile Homes
- Multi-Family Residential
- Commercial and Office**
- Shopping Centers
- Commercial and Office
- Public Facilities and Utilities**
- Transportation, Communications, Utilities
- Education
- Institutions
- Parks and Recreation**
- Recreation
- Open Space Parks
- Agriculture**
- Intensive Agriculture
- Extensive Agriculture
- Undeveloped**
- Undeveloped
- Road Rights of Way

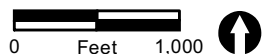


FIGURE 4.9-1d
Existing Land Uses

a. Residential

Residential uses are primarily located in the City's residential neighborhoods. The types of single-family housing range from historic single-family bungalows in Cardiff and Old Encinitas to post World War II homes located in the hills of Olivenhain. Old Encinitas has a variety of park, public, and residential uses along its Pacific coastline. The coastal edge is generally urbanized, primarily as single-family with some multi-family residential units. Residential zoning in Old Encinitas includes high density along the coast, with high, medium, and low density east of Coast Highway 101 and Interstate 5. The inland residential area in the northeast of Old Encinitas features a single-family residential subdivision, typical of the late 1970s through the mid-1990s suburban style with curvilinear streets and cul-de-sacs with larger homes set back from the street. The inland residential neighborhoods east and west of Interstate 5 in Old Encinitas were developed in the 1960s and 1970s and feature grid streets and is comprised mainly of single-family dwellings with some "twin homes" and condominiums dispersed throughout. The existing zoning allows for attached single-family and multi-family infill along major arterials.

Most of New Encinitas' residential neighborhoods include suburban housing styles typical of the 1980s and 1990s. The community's residential areas were mainly developed through planned residential developments and are generally characterized by low density single-family neighborhoods, with pockets of medium density single-family and multi-family residential with greenbelt and natural open space networks. New Encinitas is primarily zoned for attached and detached single-family residential.

Almost all of the City's mobile home parks are located in the beach-oriented community of Leucadia. Leucadia is generally urbanized, primarily with single-family residential and some multi-family residential uses. Residential uses predominate, with limited commercial and specialty retail along Highway 101. Residential zoning density is higher along Coast Highway 101, with the remaining residential areas of Leucadia containing lower density zoning.

The coastal community of Cardiff is comprised primarily of single-family residential uses, and can be characterized as a vibrant, walkable beach village.

Olivenhain is characterized by rural, low density residential uses on large lots, considerably different than the coastal communities to the west. Olivenhain is reminiscent of a semi-rural or country community with a pastoral setting, a trail system, and historic buildings which reinforce its relaxed and open theme.

Table 4.9-2 provides the housing types and the number of each type in the City.

Table 4.9-2 City of Encinitas Existing Housing Types	
Unit	Estimated 2015
Total Housing Units	25,818
Single-Family	20,998
Multiple Family	4,081
Mobile Homes	739
SOURCE: SANDAG Estimation (SANDAG 2015b).	

Residential land use currently accounts for 44.5 percent of all land area in the City, more than any other land use. The primary existing housing type in the City (81.3 percent) is single-family homes. Multi-family condominiums, townhomes, and apartments currently comprise 15.8 percent of the existing housing supply. Mobile homes make up 2.9 percent of the supply.

b. Commercial and Office

Commercial and office uses account for 417 acres or approximately 3 percent of total land area in the City. These uses are located along commercial corridors, including El Camino Real, Encinitas Boulevard and Highway 101, and in the commercial districts of downtown at Old Encinitas and Cardiff. Local-serving commercial uses, such as restaurants, cafes, supermarkets, and other types of retail, are located along the commercial corridors, while a mix of tourist and local-serving uses are located in downtown. Motels and hotels, which are also assigned to this category, are mostly located along the Highway 101 corridor. There are primarily two mixed use corridor locations in the City, where residential and commercial land uses can be mixed together on the same parcel or site. One is located on 1st Street (Coast Highway 101) and 2nd Street in the downtown area and the other on N. Coast Highway 101 in the community of Leucadia.

c. Light Industrial

Light industrial and warehousing use account for 21 acres or less than one-half percent of total land area in the City. These uses include storage facilities and some service-related uses, such as auto body repair.

d. Public and Quasi-Public

Public and quasi-public uses include schools, public facilities, churches, medical facilities, and utilities, among others. These uses account for 787 acres or approximately 6 percent of the total land area in the City. Specific uses include the Encinitas Civic Center and Library, San Elijo Water Reclamation Facility, and the City's five fire stations.

e. Parks and Open Space

Encinitas' diverse range of parks and open space includes regional, community, and neighborhood parks, as well as open space areas designated for wildlife habitat. These

public and private uses account for 2,945 acres or approximately 22 percent of land area in the City.

f. Agriculture

Agricultural uses include greenhouses, small orchards, and crops. These uses account for 419 acres or approximately 3 percent of land area in the City. Agricultural uses are dispersed within the inland flat areas, mostly east of Interstate 5. The City has significant agricultural greenhouses located along both sides of Interstate 5 in Leucadia, Old and New Encinitas, and Cardiff.

g. Vacant and Undeveloped

Vacant and undeveloped lands account for 1,075 acres or approximately 8 percent of the total land area in the City. These areas are dispersed throughout the City and are located primarily by Public Facilities and Utilities or Single-family Residential land use areas of each community. Although over 200 vacant and undeveloped lots are located throughout the City, only housing sites L-4, L-7, Alt-5, OE-7, O-2, O-4, O-6, and C-6 (study area portion) are presently vacant.

4.9.1.4 Housing Sites

As discussed in Chapter 3, the City conducted an extensive community visioning and mapping exercise for the HEU with the objective to preserve the character of most existing neighborhoods while channeling growth to targeted areas (see Appendix D).

Five neighborhood prototypes were developed to help the public better visualize how additional housing could be accommodated within the fabric of the five communities and 33 housing opportunity sites were ultimately identified in locations dispersed throughout the City.

4.9.1.5 Regional Land Use (Adjacent Land Uses and Surrounding Communities)

a. City of Carlsbad

The City of Carlsbad is located to the north of the City of Encinitas. Between the cities is the 610-acre Batiquitos Lagoon State Marine Reserve. To the northwest of the Batiquitos Lagoon is the Ponto Beach area. The community surrounding the Ponto Beach area primarily consists of small lot, single-family homes; mobile homes; and a mixture of non-residential uses. Some non-residential uses in the Ponto Beach area include South Carlsbad State Beach campgrounds on Highway 101, general commercial uses along Avenida Encinas, and vacant and underutilized commercial properties on Ponto Drive. Efforts are ongoing to envision a variety of new uses in the 50-acre Ponto Beach area, which may include a mixture of recreation, visitor-serving commercial and residential uses. The Ponto Beach area is in the master planned Aviara community, which is situated inland and north

and overlooks portions of the Batiquitos Lagoon. The Aviara community features large single-family homes, as well as an 18-hole golf course and a resort and spa. Most of the land uses in the southeast quadrant of the City of Carlsbad consist of single-family residential. The La Costa community consists of several master planned communities. The La Costa Oaks and La Costa Valley master planned developments are the closest in proximity to the City. Some commercial/office uses are located along El Camino Real, Calle Barcelona, and Rancho Santa Fe Road. An assisted living/retirement community is located at the southeast corner of El Camino Real and La Costa Avenue.

The City of Carlsbad has a total area of about 24,788 acres. The majority of existing land uses in the City, or 57 percent, are residential uses (14,194 acres). There are approximately 43,844 total housing units in the City. Approximately 4,134 acres, or 17 percent of the City area, are devoted to nonresidential uses such as retail, commercial, and/or industrial use.

b. City of Solana Beach

The City of Solana Beach (total population of 13,547) is located just south of Encinitas. Land uses adjacent to the City of Encinitas include single-family residential and recreation/open space. Most of the San Elijo Lagoon Reserve is located in the City of Encinitas, but a small portion of the lagoon is within the City of Solana Beach. Solana Beach's predominant commercial land uses are located along Highway 101, representing one of the key focus areas of Solana Beach's business activity. Along Highway 101, there are many family-owned and operated stores, restaurants and businesses. Some office/professional land uses are on the west side of Highway 101, just south of the City; however, most of the uses on this north-south corridor are commercial.

The incorporated area of Solana Beach is about 2,211 acres, with approximately 54 percent, or 1,200 acres, dedicated to some type of residential development. There are approximately 6,521 total housing units in the City. There are mixes of some other land uses in the City such as recreation/open space (12 percent), commercial/office (6 percent), and public/institutional (6 percent). Solana Beach has already been developed extensively, and less than 1 percent of the City is vacant.

c. County of San Diego

To the east of the City of Encinitas are unincorporated areas of San Diego County, including the San Dieguito Community Planning Area. The San Dieguito Community Planning Area is generally a low density estate residential area with a population of about 28,815 persons. There are approximately 10,987 total housing units in the San Dieguito Community Planning Area.

Prior to incorporation of the cities of Encinitas and Solana Beach in 1986, urbanized coastal areas represented the core or focus of the unincorporated community planning area. Today, the focus has shifted to inland communities including Elfin Forest, Fairbanks Ranch, Harmony Grove, Ranch Santa Fe, and Whispering Palms.

The most developed communities of the unincorporated County are located along the unincorporated territory's westernmost boundaries and include the community planning areas of Spring Valley, Sweetwater, Valle de Oro, Lakeside, San Dieguito, portions of North County Metro, and Fallbrook. There are approximately 503,320 persons living in an unincorporated area of the County.

4.9.2 Regulatory Framework

4.9.2.1 State

a. General Plan and Housing Element Law

The California Constitution grants to local (City and County) governments the authority to regulate land use through the police power. It also requires all cities and counties to prepare a comprehensive, long-term general plan for land use within their jurisdictions. The general plan serves as a broad policy framework and guide for future development and must contain seven mandated elements addressing land use, housing circulation, conservation, open space, noise, and safety. All other land use regulations, including specific plans, ordinances, and land use decisions within the jurisdiction must be consistent with the general plan.

State Housing Element Law

In the face of mounting housing costs and the lack of affordable housing throughout the State, the legislature has prioritized the provision of a decent home and suitable living environment to each Californian, with particular focus on housing affordable to low and very low income households. As a result, State Housing Element law (Government Code sections 65583 et seq.) now requires all incorporated cities and unincorporated counties to regularly update their general plan housing to ensure each city and county in the State provides its fair share of housing at all economic levels. State Housing Element Law is discussed in detail in Chapter 3. Housing Element Law requires cities to regularly update their housing elements to identify and analyze housing need; establish reasonable goals, objectives, and policies based on those needs; and set forth a comprehensive list of actions to achieve the identified goals and substantially comply with the requirements of State law.

State Review

Government Code Section 65585 requires that the City submits its draft and final (adopted) housing elements to Housing and Community Development (HCD) for review and "certification." Specifically, the City must submit its draft Housing Element to HCD at least 60 days prior to the adoption of its final Housing Element. HCD reviews the draft and reports its findings back to the City within 60 days. In its findings, HCD determines whether the draft Housing Element substantially complies with the requirements of State housing element law (refer to Appendix A-1, HCD Review Letter). The City must consider HCD's findings prior to the adoption of its final Housing Element. State law requires that

HCD review the final element and report its findings of whether the element is substantially in compliance with Housing Element Law to the City within 90 days.

Regional Housing Needs Assessment

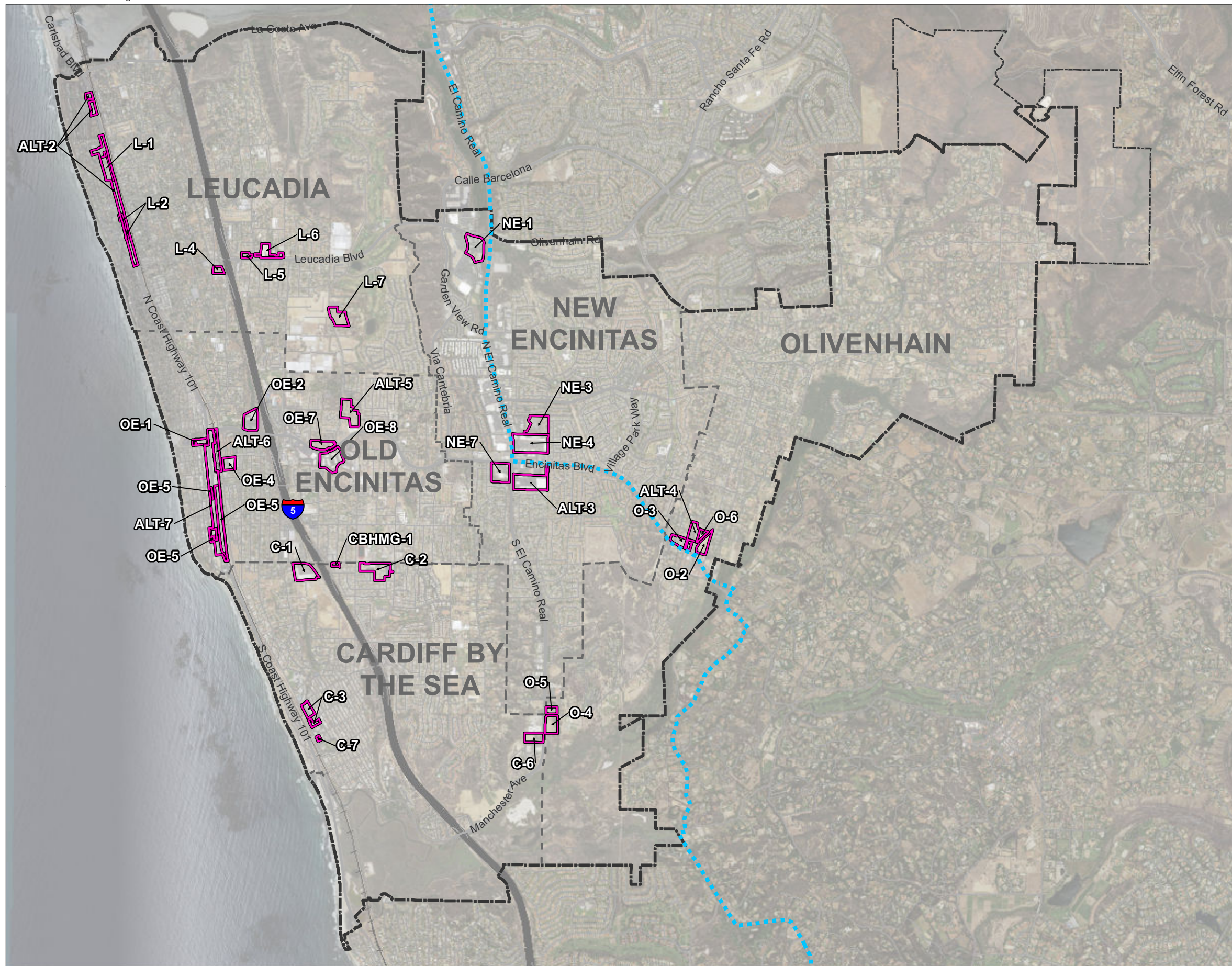
Government Code Section 65584 requires that cities and counties with a regional council of governments (COG) establish the housing needs associated with projected population growth for defined regions in the State. HCD uses the Department of Finance population projections to determine the regional housing need that is distributed to the cities and county by SANDAG through the Regional Housing Needs Assessment (RHNA) planning process (see Section 3.2 for details of the assessment process and details of its application to the City).

b. California Coastal Act

The California Coastal Act (Public Resources Code, Division 20, sections 30000 et seq., was adopted by the California legislature on January 1, 1977. The Coastal Act established the following goals for the coastal zone affecting land use:

- a. Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.
- b. Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the State.
- c. Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.
- d. Assure priority for coastal-dependent and coastal-related development over other development on the coast.
- e. Encourage State and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial, uses, including educational uses, in the coastal zone (California Coastal Act, Section 30001.5).

The Coastal Act also established the California Coastal Commission (CCC) which has land use authority in the coastal zone. Development within the Coastal Zone may not commence until a coastal development permit has been issued by either the CCC or a local government that has a certified Local Coastal Program (LCP). After certification of an LCP, coastal development permit authority is generally delegated to the local government, with some exceptions. Figure 4.9-2 shows where the coastal zone falls within the City and the location of the proposed HEU housing sites relative to the coastal zone.



- City Limits
- Sphere of Influence
- Community Area Boundaries
- Housing Sites
- Coastal Zone Boundary

0 Miles 0.5



FIGURE 4.9-2
Project in Relation to
Coastal Zone Area

c. SB 743

State Senate Bill 743 (SB 743) (2013) created a process to change the way projects analyze transportation impacts pursuant to CEQA. Currently, environmental review of transportation impacts focuses on the delay that vehicles experience at intersections and on roadway segments. That delay is often measured using a metric known as “level of service,” or LOS. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks and promotion of a mix of land uses. SB 743 requires the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service for evaluating transportation impacts. The alternative criteria must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses (OPR 2014). According to the legislative intent contained in SB 743, these changes to current practice were necessary to more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

d. SB 375

SB 375 (2008) reduces greenhouse gas (GHG) emissions from passenger vehicles through an integrated approach to regional transportation and land use planning. Local governments have an important role to play in reducing GHG emissions since cities and counties are required to update the housing elements of their general plans to implement their share of their RHNA allocation, which, in areas with Metropolitan Planning Organizations (MPOs), must be consistent with the Sustainable Communities Strategy (SCS) of the regional transportation plans.

There is a strong link between land use, housing location decisions, and strategies to reduce emissions from the transportation sector. Within urbanized areas, residential development accounts for the largest share of land area, constituting a major influence on regional development footprints and travel patterns. As such, integrating transportation and residential land use is one of the most impactful strategies for reducing GHG emissions, as well as other forms of air pollution, for the transportation system. Governmental actions supporting the location, variety and availability of housing are critical to implementing GHG emissions reduction policies. This can support the integration of transportation and housing development, offering more varied and efficient consumer choices. Infill development patterns that emphasizes proximity and connectivity to public transit, walkable areas, employment and service centers and amenities can increase the effectiveness of these relationships.

e. California Code of Regulations Title 24 Interior Noise Building Standards

Interior noise compatibility levels for dwellings other than detached single-family dwellings are regulated by Title 24 of the California Code of Regulations (CCR), California Noise Insulation Standards. Title 24, Chapter 12, Section 1207, of the California Building Code

requires that interior noise levels, attributable to exterior sources, not exceed 45 community noise equivalent level (CNEL) in any habitable room within a residential structure. A habitable room in a building is used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable spaces. Additionally, acoustical studies must be prepared for proposed residential structures located where the exterior noise level exceeds 60 CNEL. The studies must demonstrate that the design of the building would reduce interior noise to 45 CNEL in habitable rooms. If compliance requires windows to be inoperable or closed, the structure must include ventilation or air conditioning (24 CCR 1207 2010).

Note that the City's noise compatibility are expressed in terms of the day-night equivalent level (L_{dn}). For all practical purposes, CNEL and L_{dn} can be considered synonymous. For consistency, L_{dn} is used in this analysis.

4.9.2.2 Regional

a. San Diego Association of Governments

San Diego Association of Governments (SANDAG) is comprised of elected representatives of the 18 cities in San Diego County and the County itself. SANDAG serves as the forum for regional decision-making and long-term transportation plans to meet future growth and community needs. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transportation; and provides information on a broad range of topics pertinent to the region's quality of life.

b. San Diego Forward: The Regional Plan (San Diego Forward) October 2015

San Diego Forward was adopted by the SANDAG Board of Directors on October 9, 2015. San Diego Forward combines and updates the region's two big picture planning documents: the Regional Comprehensive Plan (RCP) and the RTP/SCS. San Diego Forward provides a big picture vision for the region's growth through the year 2050. The Plan reflects a strategy for a more sustainable future which includes investing in a transportation network that will provide people more travel choices, protects the environment, creates healthy communities, and stimulates economic growth (SANDAG 2015c).

The 2004 RCP set goals for the creation of "focused community centers." San Diego Forward builds on those goals developing a plan for connecting those neighborhood centers with real transportation choices, giving people the option to walk, bike, or take transit in addition to driving a car (SANDAG 2015b). Generally, latest regional growth forecasts reflect the need and desire for more compact communities, providing housing, jobs, and services closer to one another, and giving residents more choices in where to live and how to get around.

The main goal of the Plan is to develop an overarching plan for future growth in the County based upon the principles of sustainability and smart growth. The intent of SB 375 is to use the RTP/SCS to integrate regional land use, RHNA, environmental, and transportation

planning to ensure efficient regional planning in the future that leads to reduced greenhouse gas emissions from land and transportation uses.

The SCS focuses on “housing and job growth in the urbanized areas where there is existing and planned infrastructure, protect sensitive habitat and open space, invest in a network that gives residents and workers transportation options that reduce GHG emissions, promote equity for all, and implement the plan through incentives and collaboration.” The SCS includes four building blocks: (1) a land use component that accommodates the RHNA and includes the protection of sensitive resources, including areas protected under habitat conservation plans; (2) transportation networks including highways, transit, and local streets and roads; (3) transportation demand management strategies; and (4) transportation system management programs and policies.

As a result of SB 375, preparation of local RHNA Plans is required to be coordinated and consistent with the RTP and SCS for the length of the housing element cycle. Local governments play a large role in helping to develop the transportation and land use scenarios used in the SCS development process. Land use authority remains within the purview of the local governments

The San Diego Forward plan contains all required elements of a regional plan including: Policy Element; Sustainable Communities Strategy; Financial Element; and Action Element. The goals of the Plan are to provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all. To meet these broad goals, the Plan offers six general categories of policy objectives with two to three specific policy objectives within each.

The six general categories of policy objectives, each with specific objectives are as follows:

Habitat and Open Space Preservation

- Focus growth in areas that are already urbanized, allowing the region to set aside and restore more open space in our less developed areas.
- Protect and restore our region’s urban canyons, coastlines, beaches, and water resources.

Regional Economic Prosperity

- Invest in transportation projects that provide access for all communities to a variety of jobs with competitive wages.
- Build infrastructure that makes the movement of freight in our community more efficient and environmentally friendly.

Environmental Stewardship

- Make transportation investments that result in cleaner air, environmental protection, conservation, efficiency, and sustainable living.
- Support energy programs that promote sustainability.

Mobility Choices

- Provide safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play.
- Take advantage of new technologies to make the transportation system more efficient and accessible.

Partnerships/Collaboration

- Collaborate with Native American tribes, Mexico, military bases, neighboring counties, infrastructure providers, the private sector, and local communities to design a transportation system that connects to the megaregion and national network, works for everyone, and fosters a high quality of life for all.
- As we plan for our region, recognize the vital economic, environmental, cultural, and community linkages between the San Diego region and Baja California.

Healthy and Complete Communities

- Create great places for everyone to live, work, and play.
- Connect communities through a variety of transportation choices that promote healthy lifestyles, including walking and biking.
- Increase the supply and variety of housing types -- affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services.

4.9.2.3 Local

a. Local Coastal Program

The California Coastal Act requires each coastal city to adopt a Local Coastal Program (LCP) to protect coastal resources and to manage coastal development. The LCP is a basic planning tool to guide development in the Coastal Zone. While each LCP reflects unique characteristics of individual local coastal communities, regional and State interests and concerns must also be addressed in conformity with Coastal Act goals and policies.

Approximately two-thirds of the City is located within the Coastal Zone and falls under CCC jurisdiction. Coastal areas within the City are within the Coastal Zone as shown on Figure 4.9-2. In compliance with the Coastal Act, the City has adopted and implemented a LCP. The LCP is included within the General Plan, and consists of a coastal land use plan

and supporting ordinances that are incorporated into each of the General Plan elements. The goals of the LCP are to protect, maintain, and enhance the Coastal Zone environment; ensure balanced utilization and conservation; maximize public access to and along the coast; prioritize coastal-dependent and related development; and encourage coordinated State and local initiatives to implement beneficial programs and other educational uses.

A LCP has two parts: a Land Use Plan (LUP) and an Implementation Plan (IP). The City's LUP is combined with the General Plan and Land Use Policy Map. Those portions of the adopted General Plan that comprise the LUP are indicated by back shaded text, and span across most elements. Under Section 30500.1 of the Coastal Act, no LCP shall be required to include housing policies and programs. For that reason, the City's currently adopted Housing Element is not included in the current LCP; and an update to the Housing Element portion of the General Plan will not trigger LCP amendment. However, the implementation of those housing policies and programs, as well as project conforming amendments would require CCC certification through LCP amendment. The IP portion of the City's LCP is composed of the various portions of the Municipal Code (Titles 24 and 30, Chapters 23.08 and 23.24), the various Specific Plans (Downtown Encinitas, North 101 Corridor, Encinitas Ranch), and the zoning map.

Under the City's LCP, a coastal development permit is required for all development within the City's Coastal Zone, with the exception of the following:

- Improvements to an existing structure or a public works facility.
- Repair and maintenance activities to existing structures or facilities that do not result in an addition to, or enlargement or expansion of, the structures or facilities.
- The installation, testing, and placement in service or the replacement of any necessary utility connection between an existing service facility and any development which has been approved under the California Coastal Act.
- The replacement of any structure other than a public works facility destroyed by a disaster.
- Temporary uses or events.
- Signs which are exempted from provisions of the Municipal Code.

Table 4.9-3 provides the LCP's relevant land use goals and policies.

Table 4.9-3 Goals and Policies Related to Land Use	
Goal/Policy	Description
City of Encinitas Local Coastal Program: Land Use	
1.2	Encourage the development of unified commercial centers and neighborhood commercial centers rather than the continued development of "strip commercial." The Highway 101 corridor may be an exception because of its existing configuration and land uses. (Coastal Act/30250)
1.14	The City will maintain and enhance the Hwy 101 commercial corridor by providing appropriate community-serving tourist-related and pedestrian-oriented uses. (Coastal Act/30250)
2.3	Growth will be managed in a manner that does not exceed the ability of the City, special districts and utilities to provide a desirable level of facilities and services. (Coastal Act/30250)
2.11	Incremental development of large properties shall not be permitted without a master plan and environmental analysis of the full potential development. (Coastal Act/30250)
6.6	The construction of very large buildings shall be discouraged where such structures are incompatible with surrounding development. The building height of both residential and nonresidential structures shall be compatible with surrounding development, given topographic and other considerations, and shall protect public views of regional or statewide significance. (Coastal Act/30251/30252/30253)
Goal 8	Environmentally and topographically sensitive and constrained areas within the City shall be preserved to the greatest extent possible to minimize the risks associated with development in these areas. (Coastal Act/30240/30253)
8.4	Within residentially designated areas, lot averaging and PRDs may be allowed to preserve areas of unique topographic features, riparian woodlands, and other significant open space areas of importance to the community based on the following criteria: Lot averaging and PRDs shall only be used to create a quality development, but shall not increase the overall density of the subdivision; the areas of open space shall be determined and preserved in perpetuity; no further subdivisions of land within lot-averaged subdivisions shall occur. (Coastal Act/30240)

b. City of Encinitas General Plan

The City's General Plan serves as a blueprint for physical development and contains goals and policies which aim to maintain the City's seaside community character, provide a balance of land uses and services, and to preserve environmentally sensitive areas. All zoning ordinances, specific plans, individual projects, and land use regulations and decisions within the jurisdiction must be consistent with the general plan.

In June 2013, the voters in the City approved Proposition A, an initiative placed on the ballot by local citizens – known as the "Encinitas Right to Vote Amendment." Codified in the Encinitas Municipal Code 30.00.010 as the Community Character and Voters' Rights Initiative, Proposition A requires future voter approval for any major amendments to planning policy documents by the Planning Commission and City Council, including the Land Use Element, Land Use Policy Maps of the General Plan, Zoning Code, Zoning Map,

any specific plan, and development agreements. Proposition A specifically requires an affirmative majority vote of the City's voters for any redesignation of land to allow:

1. The allowable maximum density of any property designated for residential use to be increased.
2. Property designated/zoned for non-residential use to be redesignated/rezoned to allow residential uses.
3. Property designated/zoned for residential use to be redesignated/rezoned for any non-residential use.
4. Property designated/zoned for non-residential use shall not be redesignated/rezoned to allow more non-residential uses or greater intensity of use.

Exceptions to the requirements of City voter approval for specified general plan and land use map amendments include: minor adjustments in land use boundaries, minor changes to land use designations for corrections, and any change in any land use designation to ecological resource/open space/parks.

Not only does Proposition A affect how amendments are made to planning policy documents, but the ballot measure modifies building height standards in the City. Prop A requires building height to be measured from the lower of the natural or finished grade adjacent to the structure, to the highest portion of the roof immediately above. Proposition A also requires that before the City can make an exception to a citywide height limit of 30 feet/two stories (with few exceptions), a public vote approving the change to the height regulations must take place.

Land Use Element

The Land Use Element of the City General Plan serves as a guide for future development in the City. The Land Use Element affects a number of key issues that are addressed in the remaining elements. For example, land use policies have a direct bearing on the local system of streets and roadways, which is planned for in the Circulation Element. Housing issues and needs identified in the Housing Element are linked to land use policies for both existing and future residential development. Even issues related to safety, noise, and the environment are directly related to the policies contained in the Land Use Element.

Through the use of text and diagrams, the City Land Use Element establishes clear and logical patterns of land use as well as standards for new development. The single most important feature of this element is the Land Use Policy map which indicates the location, density, and intensity of development for all land uses citywide. In addition, the goals and policies contained in the Land Use Element provide a constitutional framework for future land use planning and decision making in the City.

Pertinent General Plan Land Use Element goals and policies related to land use and housing are listed below in Table 4.9-4. The project's proposed amendments to the growth management goals and policies are discussed below.

Table 4.9-4 Goals and Policies Related to Land Use and Housing	
City of Encinitas General Plan Land Use Element	
Goal 1	Encinitas will strive to be a unique seaside community providing a balance of housing, commercial light industrial/office development, recreation, agriculture and open space compatible with the predominant residential character of the community.
1.12	The residential character of the City shall be substantially single-family detached housing
Goal 2	The City should manage slow, orderly growth in accordance with a long-term plan which protects and enhances community values.
2.3	Growth will be managed in a manner that does not exceed the ability of the City, special districts and utilities to provide a desirable level of facilities and services. (Coastal Act/30250)
Goal 3	To assure successful planning for future facilities and services, and a proper balance of uses within the city, the City of Encinitas will establish and maintain a maximum density and intensity of residential and commercial uses of land within the City which will: a) provide a balance of commercial and residential uses which creates and maintains the quality of life and small-town character of the individual communities; and b) protect and enhance the City's natural resources and indigenous wildlife.
3.1	For purposes of growth management, to ensure that existing desirable community character is maintained and to ensure that facilities planning is economical and comprehensive, the ultimate buildout figure for residential dwelling units will be determined by utilizing the total mid-range density figure of the Land Use Element, which shall be derived from the total of all land use acreage devoted to residential categories, assuming a mid-range buildout density overall.
3.2	The City will designate land use categories/zones for residential development which provide housing opportunities for all segments of society at densities consistent with the goals of this Element.
3.6	Except where overriding considerations are found to exist, property will not be designated so as to allow or otherwise encourage development along circulation roads in a continuous or "strip" manner.
3.7 – 3.9	In summary, with the exceptions described in Policy 3.12, once acknowledged as being consistent with the General Plan and Local Coastal Program, 3.7 - the allowable maximum density of any property designated for residential use shall not be increased 3.8 - property designated/zoned for non-residential use shall not be redesignated/rezoned to allow residential uses 3.9 - property designated/zoned for residential use shall not be redesignated/rezoned for any non-residential use.
3.12	The following may be considered as exceptions to the requirements for voter approval for specified general plan land use map amendments: 1. Minor adjustments in land use boundaries to correctly reflect property or development site boundaries. 2. Changes to land use designations to correct (a) map omissions and

Table 4.9-4 Goals and Policies Related to Land Use and Housing	
	(b) mapping errors. 3. A change from any land use designation to the Ecological Resource/Open Space/Parks designation.
Goal 4	The City of Encinitas will ensure that the rate of residential growth: (a) does not create demand which exceeds the capability of available services and facilities; (b) does not destroy the quality of life and small town character of the individual communities; (c) does not exceed a rate which excludes the public from meaningful participation in all aspects of land use decision making regarding proposed projects; (d) provides the City with the ability to plan ahead for the location, timing and financing of required services and facilities; and does not exceed an annual allotment of dwelling units based on the projected ultimate buildout of dwellings in the City of Encinitas assuming a 25-year buildout period.
9.1	Encourage and preserve low-density residential zoning within the Interstate 5 Corridor while preserving the best natural features and avoiding the creation of a totally urbanized landscape and maintain Interstate 5 Interchange areas to conform to the specifications of this overall goal. The city will develop an Interstate 5 view corridor plan to implement this policy. (Coastal Act/30240/30251)
¹ “Minor” is defined as changes for which certified environmental review per CEQA has determined that there will be no unmitigable significant negative environmental impacts, and one of the following apply: (a) Exception for Decrease in Intensity (b) Exception for Change Within Land Use Class The change applies to 5 acres of land area or less, and is a change from one land use category to another when both are within the same class of categories.	
SOURCE: City of Encinitas 1989, amended 2014.	

Noise Element

The City has established Noise Land Use Compatibility Guidelines in the City’s adopted General Plan Noise Element. These guidelines identify compatible exterior noise levels for various land use types. Table 4.9-5 shows the City Exterior Noise Limits. The accompanying discussion set forth the existing criteria for siting new development in the City. Any project which would be located in a “normally unacceptable” noise exposure area, based on the Land Use Compatibility Guidelines, shall require an acoustical analysis. Noise mitigation in the future shall be incorporated in the project as needed.

**Table 4.9-5
City of Encinitas Exterior Noise Limits – Adopted Noise Element**

	CNEL or L _{dn}						
	55	60	65	70	75	80	85
Residential – Low Density Single-Family, Duplex, Mobile Home							
Residential – Multiple Family							
Transient Lodging – Hotels, Motels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business, Commercial, and Professional							
Industrial, Manufacturing, Utilities, Agriculture							
SOURCE: City of Encinitas 1989							
Notes:							
	Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.						
	Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.						
	Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.						
	Clearly Unacceptable: New construction or development should generally not be undertaken.						

c. City of Encinitas Specific Plans

The City has adopted the following specific plans, which offer a range of housing types, densities, and/or mix of uses:

- Downtown Encinitas Specific Plan (Adopted February 9, 1994)
- Encinitas Ranch Specific Plan (Adopted September 28, 1994)
- North 101 Corridor Specific Plan (Adopted May 21, 1997)
- Cardiff-by-the-Sea Specific Plan (Adopted July 21, 2010) – approved by the Coastal Commission in 2012

The City anticipates that much of its new residential growth will occur in these specific plan areas, especially as mixed use developments. For purposes of this EIR, the Home Depot Specific Plan will not be included in the analysis as no viable housing sites fall within the Specific Plan area.

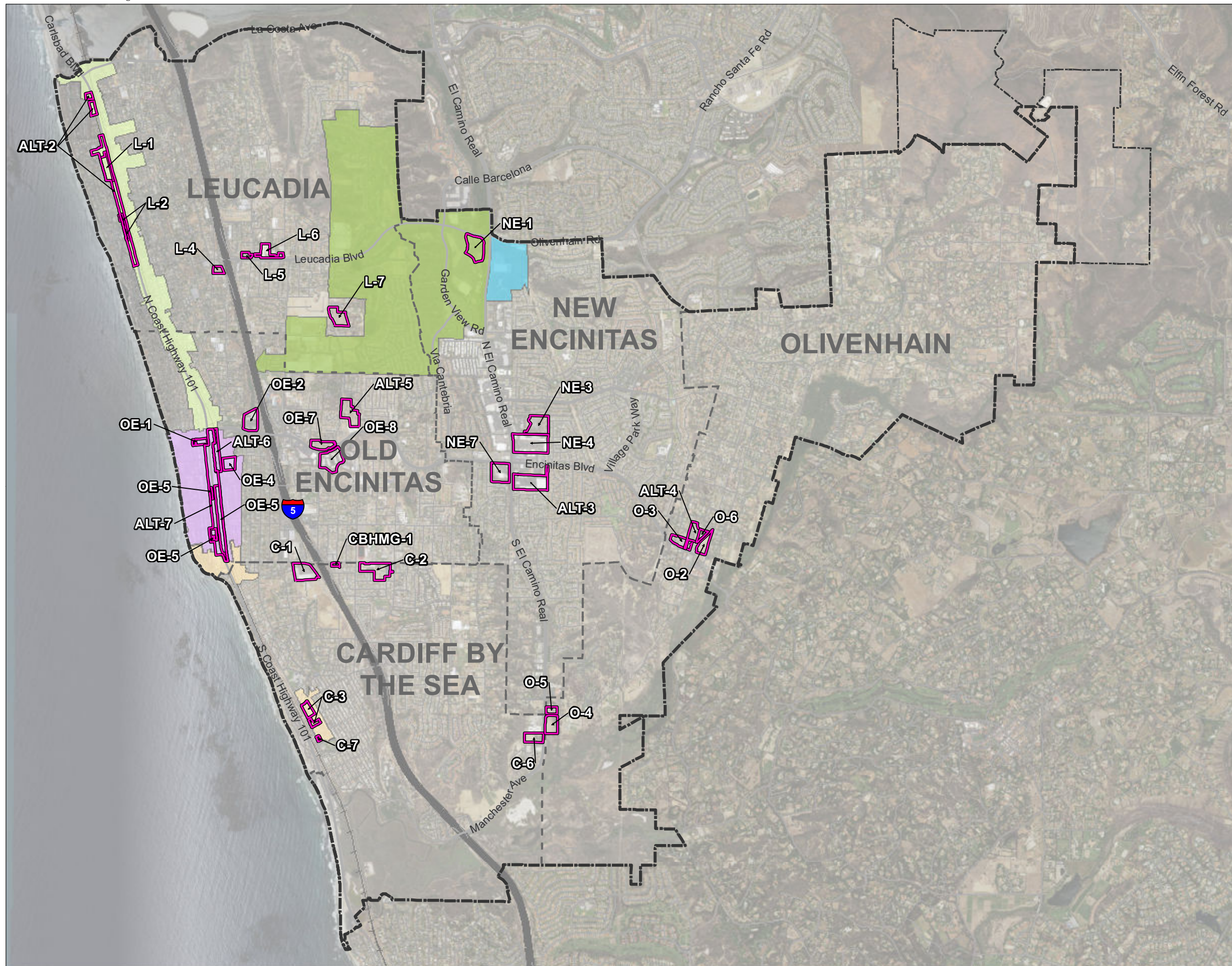
Downtown Encinitas Specific Plan

The Downtown Encinitas Specific Plan area consists of approximately 198.6 acres located within the community of Old Encinitas. The area is bounded by the Pacific Ocean to the west, B Street on the north, Cornish Drive on the east, and K Street on the south. The purpose of this Specific Plan was to address the unique aspects, problems, and opportunities of the Downtown Encinitas area, and maintain its identity, community character, and scale, while fostering rehabilitation and successful economic restructuring.

The Specific Plan outlines strategies for increasing housing potential in the following areas. Relevant land use and housing goals and objectives contained within the text of the Downtown Encinitas Specific Plan are listed in Table 4.9-6.

Table 4.9-6	
Downtown Encinitas Specific Plan 1994 (2010)	
Land Use Goals & Objectives	
Goal 1	Maintain the small scale and beach town character of the Downtown Encinitas specific plan area.
Goal 4	Identify under-utilized land and propose potential land uses.
4.1	Change the zoning of the property designated as limited visitor-serving commercial located at 112 C Street and 371 Second Street to a mixed use zone that would allow more development flexibility of the property.
Goal 6	Provide for mixed-use land opportunities in the specific plan area.
6.1	Rezone First Street to allow mixed-use development which would enable properties to develop as either commercial or a mix of primarily commercial with secondary residential uses.
6.2	Rezone portions of Second Street to allow mixed use development which would enable properties to develop as residential, commercial, office professional, or a mix of these uses.
Goal 7	Maintain and enhance a pedestrian-oriented environment and economically viable downtown by limiting ground floor uses along the First Street Corridor (S. Coast Hwy 101) to pedestrian oriented uses only.
7.3	Pedestrian activity at the street level should be strongly encouraged to create and maintain a compact, uninterrupted walking experience that represents a unique, attractive, and memorable destination for residents and visitors.
Housing Goals & Objectives	
Goal 1	Maintain existing housing stock in specific plan area.
Goal 2	Provide for affordable housing.
2.1	Eliminate incompatibilities between land uses within the specific plan area.
2.2	Encourage senior citizen housing development in the downtown area.
2.3	Allow existing nonconforming housing.
2.4	Permit restricted residential uses in commercial zones
2.5	Apply for available grant programs and funding sources.

As shown in Figure 4.9-3, the following HEU sites are proposed to be located within the boundaries of the Downtown Encinitas Specific Plan area: OE-1, OE-2, OE-4, ALT-6, ALT-7, and OE-5.



- City Limits
 - Sphere of Influence
 - Community Area Boundaries
 - Housing Sites
- Specific Plans**
- Downtown
 - Encinitas Ranch
 - Home Depot
 - North 101
 - Proposed

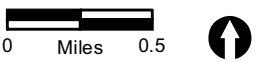


FIGURE 4.9-3
Project in Relation to
Specific Plans

Encinitas Ranch Specific Plan

The Encinitas Ranch Specific Plan is designed to allow agricultural uses to continue operating as a viable business, while permitting a mix of residential, commercial, mixed use, recreation, and open space uses to develop on the remaining portions of Encinitas Ranch. The Encinitas Ranch Specific Plan provides residential, commercial, and mixed use development, in addition to a substantial amount of natural open space, recreational area, and agricultural uses on a total of 852.8 acres, which includes the 29.8-acre Magdalena Ecke Park.

The area with the densest development within Encinitas Ranch occurs in the Green Valley Planning Area, adjacent to El Camino Real. This area includes a 73.8-acre Regional Commercial Center (straddling Leucadia Boulevard) and approximately 24.8 acres of multi-family housing types including townhomes, condominiums and apartments in close proximity to the planned commercial and office uses. Residential densities up to 25 dwelling units per acre are permitted for free-standing residential structures.

Besides the mixed use development in Green Valley, there is a total of 13 acres of mixed-use development planned on the west side of Saxony Road in the southwestern portion of the project site. The West Saxony Planning Area is designed with the ability to contain community-serving uses such as a theater, and/or museum. If these uses are not built, then the area would develop with a mix of traditional residential and office uses. The Encinitas Ranch project also includes single-family residential development. Single-family dwelling units will be constructed in the Quail Hollow East, North Mesa, South Mesa, and Sidonia East planning areas.

Relevant goals and objectives contained within the text of the Encinitas Ranch Specific Plan are listed in Table 4.9-7.

Table 4.9-7	
Encinitas Ranch Specific Plan 1994 (2005)	
Residential Goals & Objectives	
Goal 13	Reflect anticipated marketing needs and public demand by providing a diversity of housing types and locations which will be marketable within the region.
13.1	Strive to maintain a balance of housing types in the Specific Plan
13.2	Strive to provide a wide variety of housing types so that a range of housing needs and tastes will be made available to existing and future residents
13.3	Provide design guidelines to serve as a guide to builders, designers, and developers in designing residential developments and individual homes that would encourage diversity and creativity in design to reflect the various housing types.
Goal 14	Provide detached and attached housing to serve a spectrum of buyers
14.1	Support ongoing efforts of the State, County and City to enforce “fair-housing” laws.
14.2	Promote the development of high-quality multi-family townhomes, condominiums, and apartments which convey a distinctive regional character and residential neighborhood character and are integrated within their setting.

Table 4.9-7 Encinitas Ranch Specific Plan 1994 (2005)	
Residential Goals & Objectives	
14.3	Provide an opportunity in the Green Valley and West Saxony areas to meet some of the needs of the City of Encinitas for affordable housing.
Goal 15	Provide "move-up" opportunities for present residents in the vicinity and in the surrounding areas.
15.1	Encourage developers to provide a balance of housing opportunities between entry-level and high-end housing.
15.2	Encourage developers to provide move-up housing opportunities in the area of western-facing mesa.
Goal 16	Provide an opportunity for lower cost housing in the immediate vicinity of the office and commercial uses.
16.1	Allow for the provision of multi-family residential uses in conjunction with office and commercial uses within the Specific Plan.
16.3	Encourage the study of alternative methods of reducing the cost of housing through the development of self-help housing programs.
16.4	Encourage builders to provide smaller homes with less amenities to make homes affordable to first-time buyers.
16.5	Allow for clustering of dwellings and other innovative housing designs that will reduce the cost per unit.
16.6	Allow bonus densities for lower or very low income housing, senior and/or disabled housing, transitional housing, and student housing.
Mixed Use Development Goals & Objectives	
Goal 24	Encourage properly designed mixed-use projects to insure compatibility among residential, commercial, industrial, and office uses.
24.2	Provide for the development of multi-family residential areas near job centers to maximize opportunities for people to live and work in close proximity to one another.
24.3	Promote the use of progressive density and increasing building heights (up to three stories) at community centers (e.g., West Saxony and Green Valley) as a means of minimizing housing costs and reinforcing community centers.
Economic Goals & Objectives	
38.1	Adopt mixed-use plans for West Saxony and Green Valley to meet major community needs for affordable housing, commercial services/financial tax base, and community serving facilities as soon as feasible.

As shown in Figure 4.9-3, the following HEU sites are proposed to be located within the boundaries of the Encinitas Ranch Specific Plan: NE-1.

North 101 Corridor Specific Plan

The North 101 Corridor planning area consists of approximately 231 acres located within the communities of Leucadia and Old Encinitas. The specific plan allocates 83.1 acres of residential-only zoning which includes 10.4 acres of Residential 3 (N-R3), 28.4 acres of Residential 8 (N-R8), 1.4 acres of Residential 11 (N-R11), 4.9 acres of Residential 15 (N-R15), 15.8 acres of Residential 20 (N-R20), 10.6 acres of Residential 25 (N-R25), and 11.6 acres of Mobile Home Park (NMHP).

The specific plan has also expanded previous commercial zoning in the North Highway 101 Corridor Specific Plan area to allow residential use. There are five distinct commercial mixed-use zoning classifications in the Plan area. The N-CM-1, N-CM-2 and N-CM-3 zones provide for stand-alone commercial or commercial and residential uses at a maximum density of 25.0 dwelling units per net acre on the same property or in the same structure. The N-CRM-1 zone provides for a variety of development opportunities including: (1) stand-alone commercial; (2) stand-alone residential at a maximum density of 25 dwelling units per net acre; and (3) mixed use at a maximum density of 25 dwelling units per net acre. The N-CRM-2 zone provides for the same development opportunities as the N-CRM-1 zone except that the maximum density is set at 15 dwelling units per net acre. Relevant goals and objectives contained within the text of the North 101 Corridor Specific Plan are listed in Table 4.9-8.

Table 4.9-8	
North 101 Corridor Specific Plan 1997 (2005)	
Land Use Goals & Objectives	
Goal 3	Provide for flexible land use opportunities such as mixed-use.
Goal 5	Identify land use opportunities for under-utilized land.
Goal 9	Encourage land use buffers between incompatible uses such as commercial frontage adjacent to residential development.
Housing Goals & Objectives	
Goal 1	Provide affordable housing opportunities
Goal 2	Establish development guidelines that encourage high quality housing.

As shown in Figure 4.9-3, the following HEU sites are proposed to be located within the boundaries of the North 101 Corridor Specific Plan: ALT-2, L-1, and L-2.

Cardiff-by-the-Sea Specific Plan

The Cardiff-by-the-Sea Specific Plan focuses on a small but highly visible and highly valued portion of the Cardiff community. Generally considered the “business district” or sometimes “Downtown Cardiff,” the area is principally a mix of low rise retail, office, institutional, and residential uses. Boundaries of the Cardiff-by-the-Sea Specific Plan are irregular but generally include properties between the west side of San Elijo Avenue and the west side of the alley between Newcastle Avenue and Manchester Avenue; and from the south side of Mozart Avenue to the north side of Orinda Drive.

Within the Cardiff-by-the-Sea Specific Plan area are four separate planning areas, two of which allow residential uses of up to 11 dwelling units per acre. Planning Area 1 is roughly bound by Mozart Avenue on the north, Montgomery Avenue on the east, Birmingham Drive on the south, and San Elijo Avenue on the west. Single- and multi-family housing, professional and administrative offices, and restaurants define this planning area. This planning area functions as a transition between the residential area to the south and the commercial area to the north. More than half the area is developed residentially. Relevant goals and objectives contained within the text of the Cardiff-by-the-Sea Specific Plan are listed in Table 4.9-9.

**Table 4.9-9
Cardiff-by-the-Sea Specific Plan 2010 (2013)**

Goal 2	Reinforce community identity and the existing scale and beach town feel.
Goal 3	Retain existing residential uses within the Specific Plan area.
3.1	Apply residential zoning in areas where residential concentrations exist.
3.2	Retain housing along the edges of the Specific Plan area to transition single-family neighborhoods from commercial areas.
Goal 4	Enhance pedestrian access and orientation.

As shown in Figure 4.9-3, the following HEU sites are proposed to be located within the boundaries of the Cardiff-by-the-Sea Specific Plan area: C-3 and C-7.

d. The City of Encinitas Municipal Code

Volume II, Titles 20-30 of the City's Municipal Code, contains the primary zoning implementation mechanisms for the Land Use Element. The policies contained in the zoning ordinances classify and regulate the uses of land and structures within the City, consistent with the General Plan. The Zoning Code (Chapter 30) is adopted to protect and to promote the public health, safety, comfort, convenience, prosperity, and general welfare of residents and businesses in the City. The City's Zoning Code also regulates the physical development of land by imposing minimum standards on lot size, lot width and depth, setbacks, and by placing maximum limits on lot coverage and floor area ratio. These development standards are intended to control for unacceptable mass and bulk, ensure proper scale of development, provide minimum light, air, and open space for every lot, and minimize the potential for spillover and edge effects between uses. Citywide, the standards vary among zoning categories and are "fine-tuned" for the specific plan areas. The City's determination of realistic site capacity reflects these standards.

Zoning Districts

Citywide, outside the specific plan areas, the City regulates the type, location, density, and scale of residential development primarily through the Municipal Zoning Code. The City's Land Use Element includes 18 land use categories broadly characterized into the following groups: Residential, Commercial Development, Public/Institutional, Transportation and Open Space/Parks. Table 4.9-10 details the 2010 General Plan land use designations.

**Table 4.9-10
General Plan Land Use Distribution**

	Acres	Percent of Total
Rural Residential (RRFP)	345	2.6%
Rural Residential (RR)	2,506	18.8%
Rural Residential (RR1)	916	6.9%
Rural Residential (RR2)	1,152	8.6%
Residential (R3)	1,805	13.5%
Residential (R5)	637	4.8%
Residential (R8)	1,397	10.5%
Residential (R11)	796	6.0%
Residential (R15)	132	1.0%
Residential (R25)	99	0.7%
Mobile Home Park (MHP)	52	0.4%
Office Professional (OP)	65	0.5%
Local Commercial (LC)	11	0.1%
General Commercial (GC)	396	3.0%
Visitor Serving Commercial (VSC)	55	0.4%
Light Industrial (LI)	28	0.2%
Public/Semi Public (P/SP)	444	3.3%
Ecological Resource/Open Space/Park (ER/SO/PK)	1,108	8.3%
Transportation Corridor (TC)	443	3.3%
Encinitas Ranch Specific Plan	883	6.6%
Home Depot Specific Plan	60	0.4%
TOTAL	13,330	
SOURCE: City of Encinitas, General Plan Update Final Existing Conditions Report (2010)		

Coastal Development Permit

For all development within the City's Coastal Zone, the reviewing authority for the coastal development permit varies depending on the type of application submitted. Furthermore, specific findings may be required for decisions on coastal development permits can include:

- Project effects on demand for access and recreation
- Shoreline processes
- Historic public use
- Physical obstructions
- Other adverse impacts on access and recreation

e. City of Encinitas Design Guidelines

Adopted in 2005, the City's current Design Guidelines include provisions that are applicable to all development subject to design review (as identified in the Municipal Code). The guidelines provide design direction to developers that are consistent with the character of each community. The guidelines incorporate criteria for architecture, landscaping and site planning, and seek to promote an integrated approach to design that supports the overall goals of the City without constraining innovation or private enterprise.

4.9.3 Significance Determination Thresholds

Consistent with Appendix G of the CEQA Guidelines, impacts related to land use would be significant if the HEU project would:

1. Conflict with any applicable land use plan or policy of an agency with jurisdiction over the project;
2. Conflict with State Planning Initiatives;
3. Result in substantial neighborhood compatibility impacts associated with significant traffic, noise, or aesthetics impacts;
4. Result in land use conflicts in relation to the proximity of housing to existing agricultural uses/commodity sites (i.e., indirect impacts associated with pesticides, fugitive dust, noise, etc.); or
5. Result in exposure of persons to noise levels in excess of standards established in the local General Plan.

4.9.4 Methodology

The land use analysis in this section evaluates the potential for the HEU to cause an inconsistency with applicable plans and policies or introduce incompatible land uses relative to existing surrounding land uses, which could result in environmental impacts. Specifically, the project was evaluated against the goals, policies and standards of the relevant plans to determine whether land use inconsistencies would result, and whether those inconsistencies would create physical impacts in various issues including, but not limited to, air quality, biological resources, noise, human health and safety, aesthetics, and traffic.

4.9.4.1 Sources

The land use analysis relies upon and use and technical data developed by the City of Encinitas (City) and secondary sources information including the adopted City of Encinitas General Plan, various Specific Plans (detailed above), Municipal Code regulations and the draft HEU and ~~floating new zone~~ program and associated documents, described in Chapter 3.

4.9.4.2 Future Project Implementation

As noted previously in this chapter, future development within the City would be subject to adopted General Plan/Local Coastal Program and Specific Plan policies, along with existing Municipal Code processes that govern various types of discretionary actions, including design review. Additionally, the City has established noise land use compatibility guidelines in the City's General Plan Noise Element. The City would review future project

applications for compatibility, policy consistency, applicable requirements for noise, and require specific conditions as part of the approval process. Adoption of the ~~proposed floating-new~~ zone would not alter the City's adopted discretionary review process.

Redevelopment of any of the housing sites may occur with or without implementation of the HEU. The creation of the new ~~floating~~-zone would establish development standards and procedures for multi-family development at a density of 20 to 30 units per acre in the General Plan Land Use Element and Development Code. Subsequent "by right" development within the new ~~floating~~-zone district created through the HEU would not be subject to further CEQA review, but would be subject to compliance with ~~the floating-new~~ zone standards, associated design guidelines, and applicable the mitigation framework, as outlined in the this PEIR. This would ensure development is compatible with land use designations, and consist with the context of each neighborhood's character.

4.9.5 Issue 1: Land Use Plans or Policies

Would the project conflict with any applicable land use plan or policy of an agency with jurisdiction over the project?

4.9.5.1 Impact Analysis

a. Housing Sites

The HEU does not propose the construction of new housing or other development; however, it would entail a General Plan Land Use Element Amendment and rezones, to allow future development of higher density housing on designated sites, along with other conforming General Plan and Municipal Code Amendments, as detailed in Chapter 3.0. Therefore, the HEU could result in inconsistencies with regional and/or local adopted plans and policies governing land use in the City. However, as noted earlier ~~the floating-new~~ zone standards program provides supplemental land use rights. Property owners have to "opt" in to the ~~floating-new~~ zone program. The rezoning does not change the nature of a property owner's existing zoning rights. Land use impacts would be significant if the proposed project were to conflict with any applicable adopted land use plan, policy, or regulation and the conflict results in or relates to a significant environmental effect.

This section specifically addresses the HEU's potential inconsistency with regional plans, City plans including the General and Specific Plans, City's Municipal Code and Zoning, and additional relevant guidelines discussed under Section 4.9.2, above.

San Diego Forward

The HEU represents a plan for anticipated future growth throughout the City in a sustainable manner. The neighborhood prototypes present options for channeling this growth to targeted areas that can accommodate such growth without impeding the function of natural resources or community character. Selection of any of the housing strategies would be consistent with the relevant policies contained within the SANDAG documents,

including the principles of sustainability and smart growth as detailed in the RTP/SCS. This is illustrated in the specific planning principles used to identify the housing sites (see Section 3.2.2).

Sustainable communities as articulated through the RTP/SCS are designed to provide housing for all income groups with increased mobility and transportation choices. The project would not conflict with the objectives of the 2050 RTP/SCS and San Diego Forward. The designation of growth using the HEU housing strategies would also be consistent with the relevant policy objectives of the newly adopted San Diego Forward plan. The housing strategies identify developable sites based on multiple factors of: livability; proximity to jobs, transit and activity centers; preserve environmentally sensitive resources; and fit as part of a cohesive community. Overall, the provision of increased growth within the proposed housing sites would contribute to anticipated housing needs while conforming to the principles of regional growth as contained in SANDAG planning documents. The HEU would be consistent with all regional plans; no impacts would result.

City of Encinitas General Plan and Local Coastal Program

As set forth by State law, the General Plan serves as the primary land use planning document for the City and all subordinate plans and implementing ordinances are required to be consistent with the General Plan. As stated above, approximately two-thirds of the City is located within the Coastal Zone; therefore, in addition to the general elements of the General Plan, the City also maintains the LCP, which goals and policies are directly related to the requirements of the California Coastal Act. The HEU includes a number of housing sites (within each housing strategy) that are located within the Coastal Zone and would therefore be subject to the policies of the LCP (see Figure 4.9-2).

As discussed in Chapter 3, *At Home in Encinitas* is an update to the City's goals, policies and programs relative to the development, improvement and maintenance of housing. The HEU would work with other general Plan Elements to guide future development throughout the City. Consistent with CEQA Guidelines Section 151225(d), an EIR must discuss any inconsistencies between the proposed project and applicable goals and policies of the General Plan. Appendix M of this PEIR documents each of the goals and policies of the City's adopted General Plan and describes how the HEU responds to such a framework. The General Plan also consists of a Community Character and Voters' Rights Initiative (known as Prop A), which is a distinct part of the Land Use Element and is included in the consistency analysis). In accordance with CEQA, a summary of the HEU's inconsistencies with adopted plans are listed in Table 4.9-12, below.

HEU Program 1A – ~~Floating~~ New Zone District

HEU Program 1A proposes to redesignate land use on these 33 sites to allow by-right construction of up to 1,283 low and very low income housing units via the ~~floating-new zone~~ program to provide sites that can ensure the continued availability of capacity to accommodate a minimum of 1,093 lower income units throughout the entire Housing Element period, with a sufficient buffer to accommodate specific site conditions and development trends to maintain adequate capacity, pursuant to State law. This would allow

the City to accommodate 100 percent of the RHNA identified housing deficit, including the carryover of prior housing cycle units, as detailed in Chapter 3. The HEU includes a new floating-zone district that would accommodate by-right residential uses at densities consistent with State Housing Element law (default maximum density of 30 units per acre) in zones that allow residential and/or mixed uses. Overall, the City is committed to providing an adequate inventory of land to satisfy the City's remaining RHNA obligations and maintaining adequate sites for the remaining duration of the 2013-2021 planning period. There are 33 potential candidate sites which have been identified as candidate sites of the rezoning program. Only a portion of these sites are needed to meet the RHNA targets for the planning period. These 33 sites total 233.65 (+/-) acres of land distributed throughout the five communities in the City; 27.22 acres of this land is vacant and undeveloped and the remainder has a mix of residential, commercial. Table 4.9-1 details the existing distribution of the units in the City.

These sites would be rezoned concurrent with adoption of the HEU in order to satisfy the RHNA and accommodate the City's future housing needs.

Based upon the dispersed approach to accommodating housing throughout the City (as approved by City Council on July 17, 2013), each community within the City needs to accommodate its new targeted percent of the share of housing units, as shown in in Table 4.9-11, to meet State requirements. It is important to note that the approximate targets assigned to each community, as noted in Table 4.9-11, are not absolute. The overall goal of this approach is to generally distribute housing fairly throughout the City – to each of the five communities, so that growth is not concentrated in one single area of the City.

Table 4.9-11 City of Encinitas Existing Community Housing Needs and State Targets				
Area	Existing Housing Units	Percent of Shared Needs	Percent Increase	Approx. Target New Homes
Old Encinitas	5,141	23%	6%	295
New Encinitas	6,166	24%	5%	308
Leucadia	5,720	23%	5%	295
Cardiff	5,083	15%	4%	192
Olivenhain	2,410	15%	8%	192

A range of factors was considered during the sites identification effort. Site suitability, proximity to schools, retail, public amenities, civic uses, jobs, transit access, existing public services and infrastructure were all considered. This approach led to the selection of housing sites that helped preserve environmentally sensitive areas, minimized impacts to other valued lands, fit within existing neighborhoods and the built environment, and had the potential to facilitate pedestrian friendly and commercial activity centers.

The HEU distributes the housing sites throughout the community and addresses key community planning factors and integration with existing land uses. This approach is consistent with various land use and housing-related General Plan goals and policies. Overall, implementation of the HEU would be consistent with the City's General Plan

policies relative to the provision of housing, specifically Land Use Element policy 3.2, which addresses community planning for all economic segments; –and, in combination with the new ~~floating~~ zone, would satisfy the City’s remaining RHNA obligation for the current planning period.

As summarized in Table 4.9-12, the project is consistent with most of the City’s existing goals and policies. The ~~floating~~ new zone (discussed below) would be conveyed over approximately 1 to 2 percent of the City’s total land, promoting infill development in key areas to preserve all other areas of land in the City, including preserving existing single-family neighborhoods and the protection of environmental and agricultural resources. Through this zoning, program, along with new development standards and design guidelines to implement the housing strategies, the project would be consistent with most General Plan policies. Inconsistencies associated with land use are resolved through amendments to goal and policy language and would be less than significant. The project would be consistent with circulation policies. Although the project would result in significant and unmitigated traffic impacts (see Section 4.13), a statement of overriding considerations would be adopted to demonstrate that the remaining impacts would be outweighed by overriding public benefits (Circulation Element Policies 1.3 and 2.19).

Table 4.9-12 Project Inconsistencies with Existing City General Plan		
Goal/Policy	Inconsistency	Project Proposed Result to Remedy the Inconsistency
Circulation Element		
	The project is consistent with all goals and policies contained within this Element.	
Land Use Element		
Policy 2.1; Policy 3.1, 3.13 Goal 4/ Policy 4.1, 4.2, 4.3, 4.7	These goals/policies relate to City’s growth management plan and allocation of build out density throughout the City. The City found that the cumulative number of unallocated permits from year-to-year was greater than housing production. As a result the City discontinued calculation of the permit cap due to the carryover of unallocated permits. Therefore, the project’s proposed housing strategies are inconsistent with these goals/ policies.	Program 3F of the Draft Housing Plan identifies a need to amend these goals/policies. New policy language is proposed.
Proposition A, Community Character and Voters’ Rights Initiative (Land Use Element)		
	Consistent with Proposition A, the Voters of Encinitas will be presented with the HEU, rezonings and Zoning Code amendments (currently scheduled for November 2016). However, the	Program 1A and 1B of the Draft Housing Plan address the need to amend the policy that addresses building height. The current height limit in the

**Table 4.9-12
Project Inconsistencies with Existing City General Plan**

Goal/Policy	Inconsistency	Project Proposed Result to Remedy the Inconsistency
	project proposes a new provision such that if future amendments to any part of its planning policy documents are required to secure or maintain Housing Element certification that may otherwise invoke the requirements of this Proposition, the City Council is authorized to make any and all necessary amendments with a four-fifths super majority vote. Proposition A also repealed former Land Use policy 7.10 and now is addresses maximum height limits for both residential and nonresidential development. Proposition A restricts the height of any structure to the lower of two stories or 30 feet, citywide.	City is two stories and 30 feet. However, additional height is needed in order to facilitate development to reach a maximum density of 30 units per acre.
Noise Element		
	The Noise Element is being updated as an ancillary action to provide standards more consistent with: 1) interior attenuation provided by contemporary construction methods and 2) mixed use environments. The project would be consistent with the updated Element.	
Public Safety Element		
	The project is consistent with all goals and policies contained within this Element.	
Recreation Element		
	The project is consistent with all goals and policies contained within this Element.	
Resource Management Element		
	The project is consistent with all goals and policies contained within this Element.	

City of Encinitas Specific Plans

With respect to the housing sites proposed within existing specific plan areas, the project includes amendments to the Downtown Encinitas Specific Plan, North 101 Corridor Specific Plan, and Cardiff Specific Plan (see Appendices K1, K2, and K3, respectively). The specific

plan amendments propose to include designation of the floatingnew zone (discussed below). Future development in ~~the floating-new zones~~ would be regulated by Chapter 30.36 of the Zoning Code and not by the applicable Specific Plan, and therefore, would allow for consistency throughout the City. The amendments would allow for implementation of the HEU housing strategies. The HEU through application of various neighborhood and housing prototypes seeks to retain the character surrounding each housing site; therefore, the HEU would not conflict with the goals and policies of the Downtown Encinitas Specific Plan, North 101 Corridor Specific Plan, and Cardiff Specific Plans. Impacts associated with any inconsistencies with this plan would be less than significant.

City of Encinitas Zoning/Design Guidelines

Housing Element Update Zoning Code Amendments

The project includes a Zoning Code Amendment and updates to the Zoning Code to implement the HEU. Specifically, the City proposes the creation of a floating-new zone, a concept which is not currently employed within the City. As discussed in Chapter 3 and shown in Table 3-3, ~~floating-new zones~~ allows for an intensification of land use, height and density. As previously discussed, the City proposes to implement the rezoning program through ~~the floatingfloating a new zone programs~~. A floatingnew zone would be conveyed over properties selected to accommodate future housing development through the HEU process (see Table 3-3 for the floatingnew zone designation assigned to each housing site within each housing strategy). In summary, the floatingnew zones are purposefully flexible. It allows a one-way transition – allowing the first generation of use and development standards to continue from the zone that was in effect prior to adoption of the HEU. The new zone includes the new, second generation use and development standards, along with unique processes and findings, which accommodate residential and mixed uses between 20 and 30 units per acre. are a set of pre-approved zone changes that “float” above the existing base zoning of designated properties, until they are activated when and if the property owner decides to do so. It is through implementation of the floatingnew zones program that the City is able to establish a minimum density to ensure that each project meets affordability requirements, as well as a maximum density to ensure that the City remains a community of modestly scaled development. The floating-new zone includes new provisions to ensure that new development responds to neighborhood character (design guidelines), be compatible with community specific settings and promote basic best practices in urban design.

Proposed zoning amendments also include a requirement for certain housing sites to obtain a Master Design Review Permit (MDP) which is a discretionary action that would designate the location and extent of S30 zoning-character context to ensure an appropriate amount of ground floor nonresidential is included and to establish a phasing plan for development. Development subject to a MDP would be required to meet certain findings regarding walkability, phasing and amenities, and conformance to the Municipal Code and Housing Plan. Housing sites ALT-3, C-1, NE-1, NE-4, and NE-7 would be subject to a MDP. While the new ~~floating-zones~~ establishes basic requirements for new development, the proposed design guidelines would apply to the floating-new zones and character contexts R30, X30

and S30₂ to establish clear goals and expectations for compatible design and for respecting community character. As detailed in Chapter 3, and Appendix F-2, the guidelines provide direction for the more qualitative aspects of a project and address design topics where more flexibility is appropriate and in which a variety of design solutions may meet the objectives for compatibility and appropriateness. The design guidelines direct individual development projects to match the unique character of the community in which it is being built. The detailed and comprehensive design guidelines address all aspects of new development from site design (building placement, parking, access and connectivity) to building design (frontage, entries, height, mass and scale, materials, roofs, and windows).

Housing Element Update Design Guidelines

As detailed in Chapter 3 and Appendix G, the project includes design guidelines that illustrate principles for community compatibility requiring new construction to be tailored to the unique characteristics of each of the City's five distinct communities. The design guidelines would apply to the floating new zones and the character contexts (R30, X30, and S30) (see Table 3-3). The new floating zones development standards and design guidelines were created in tandem and are designed to work together.

Overall, application of the floating new zone program coupled with strict design guidelines assures that new development under the HEU would be consistent with the City's Municipal and Zoning Code and impacts would be less than significant.

b. Housing Strategy Summaries

Although the land uses proposed under each housing strategy would differ, housing strategies 1 - Ready-Made (RM), 2 – Build Your Own (BYO), or 3 – Modified Mixed-Use Places (MMUP) would all allow higher density housing and changes to existing land uses. There would be no inherent differences in impacts among the housing strategies.

4.9.5.2 Significance of Impacts

Implementation of any of the housing strategies would be mostly consistent with regional and local plans and policies. Impacts associated with the project's conflict with any applicable land use plan or policy would be less than significant.

4.9.6 Issue 2: State Planning Initiatives

Would the project conflict with State Planning Initiatives?

4.9.6.1 Impact Analysis

a. Housing Sites

The HEU does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with State Housing Element Law. The

additional population from buildout of the HEU would be consistent with State Planning Initiatives as described below.

State Housing Element Law

California State law recognizes the vital role local governments play in the supply and affordability of housing. Specifically, State Housing Element law mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The Housing Element is one of the seven mandated elements of a local general plan. An effective Housing Element provides the necessary conditions to support the development and the preservation an adequate supply of housing, including housing affordable to seniors, families and workers (California Department of Housing and Community Development 2012). As discussed in Chapter 3, the project consists of an update to the adopted Housing Element, providing revised housing goals and policies for the five communities that compose the City. Appendix B of the updated Housing Element includes specific housing programs that would implement the goals and policies identified in the HEU. The following identifies the project's consistency with State requirements.

Regional Housing Need Plan Allocation

As discussed in great detail in Section 3.2, SANDAG adopted the final RHNA Plan by resolution for the fifth housing element cycle on October 28, 2011. Overall, the RHNA identified a housing deficit of 1,283 low and very low income housing units in the City. State law requires that jurisdictions demonstrate in the Housing Element that the land inventory is adequately zoned to accommodate that jurisdiction's share of the regional growth. To address its housing deficit, the City developed the three housing strategies of the HEU, which identify housing sites that could be considered for rezoning in order to accommodate the City's future housing needs. Through any one of the three housing strategies, the City's remaining RHNA obligations would be met.

Goals, Policies, and Implementation Programs

State Housing Element law (Government Code Section 65300.5) requires internal consistency between all elements of a general plan. As part of the HEU, the goals, policies, and objectives of the Housing Element have been reviewed in the context of the rest of the elements of the City's adopted General Plan. Any inconsistencies which may lead to potential environmental impacts are identified and addressed under Issue 1, above.

The revisions proposed to the Housing Element include updated goals and policies intended to reflect changes in State law and circumstances. The proposed goals and policies are set forth in Section 3.4.1.1. As also required by State law, a list of implementation programs is included in the HEU to show how the City intends to implement the established goals and policies (see Section 3.4.1.1(f)).

Housing Plan

As required by State Housing Element law, the HEU includes a Housing Plan to facilitate and encourage the provision of housing consistent with the RHNA allocation.

The City's HEU is consistent with the requirements of State Housing Element law. Approval of any of the housing strategy maps would provide adequate housing sites to meet the City's RHNA. The proposed HEU contains all of the required component parts and would not conflict with any mandates of the State Housing Element law.

Senate Bill 743

SB 743 promotes changes in the process of evaluating transportation impacts as part of CEQA compliance. These changes will include elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. SB 743 intends to create a better balance of transportation management with statewide goals, including reduction of greenhouse gas emissions. Overall, SB 743 expresses the need to evaluate transportation impacts based on land use efficiency, rather than road capacity.

Vehicle miles traveled (VMT) is a measurement of miles traveled by vehicles within a specified region for a specified time period. Governmental actions supporting the location, variety, and availability of housing are critical to implementing VMT reductions. Infill development patterns that emphasize proximity and connectivity to employment and service centers and amenities can increase the effectiveness of these relationships. Denser and more compact development plans and mixed-use land use strategies can also result in reduced travel time, trips, and travel cost. An analysis of VMT for the HEU was performed in order to compare VMT for each of the housing strategies. A detailed analysis of the VMT comparison is located in Appendix N. A summary of the results follow below.

Table 4.9-13 summarizes the daily trip generation and citywide VMT for buildout under the adopted General Plan (No Project scenario) and for each of the housing strategies.

Table 4.9-13 Trip Generation and VMT Summary		
Housing Strategy	Daily Trip Generation	Citywide VMT (miles)
No Project/Adopted Plan	696,144	1,165,329
Ready Made (RM)	712,505	1,185,279
Build Your Own (BYO)	720,710	1,200,486
Modified Mixed Use Places (MMUP)	726,293	1,199,428
SOURCE: SANDAG, Chen Ryan Associates, October 2015 April 2016.		

To assist with the evaluation of the various housing strategies, Tables 4.9-14 and 4.9-15 were prepared to compare the VMT to trip generation efficiency for each of the three housing strategies against the No Project scenario. Table 4.9-14 displays a citywide (including all planned land uses in Encinitas), while Table 4.9-15 shows growth over the No Project scenario associated with each strategy.

Table 4.9-14
VMT to Trip Generation Efficiency – Citywide (all) Land Uses

Housing Strategy	Daily Trip Generation Ratio	VMT Ratio	VMT/ Trip Generation Ratio (Citywide)	Efficiency Ranking
No Project/Adopted Plan	100.00%	100.00%	1.000	4
Ready Made (RM)	102.35%	101.71%	0.994	2
Build Your Own (BYO)	103.53%	103.02%	0.995	3
Modified Mixed Use Places (MMUP)	104.33%	102.93%	0.987	1
SOURCE: SANDAG, Chen Ryan Associates, October 2015 April 2016.				

Table 4.9-15
VMT to Trip Generation Efficiency –
HEU Growth over No Project/Adopted General Plan (Ambient Growth)

Scenario	Change in Daily Trip Generation Ratio	Change in VMT	VMT/Trip Generation Ratio (LU Growth Only)	Efficiency Ranking
No Project	0.00%	0.00%	1.000	4
Ready Made (RM)	2.35%	1.71%	0.728	2
Build Your Own (BYO)	3.53%	3.02%	0.855	3
Modified Mixed Use Places (MMUP)	4.33%	2.93%	0.676	1
SOURCE: SANDAG, Chen Ryan Associates, October 2015 April 2016.				

As shown above, while housing strategy 3 (MMUP) would yield the highest daily trip generation (resulting in increased LOS as discussed in Chapter 4.13), this housing strategy has the highest land use efficiency (on a per capita basis). With respect to the other housing strategies, all would result in greater land use efficiency than under the adopted General Plan due to the compact nature of the proposed land uses within each housing strategy. Efficiency in land use ultimately reduces greenhouse gas emissions and promotes environmental protections. Not only would the proposed housing strategies benefit air quality and environmental considerations, but they could also positively impact resource conservation, quality of life, public health measures, economic indicators, and social equity.

Therefore, although implementation of the housing strategies would decrease LOS on several roadway segments and intersections, implementation of any of the housing strategies would result in lower VMT per capita and higher land use efficiency as suggested by SB 743. The HEU would be consistent with intent of SB 743; and no impacts would result.

b. Housing Strategy Summaries

As shown above, each housing strategy would result in different VMT and efficiency rankings; however, there would be no inherent differences in impacts among the housing strategies.

4.9.6.2 Significance of Impacts

Implementation of any of the housing strategies would be consistent with state planning initiatives. Impacts would be less than significant.

4.9.7 Issue 3: Neighborhood Compatibility

Would the project result in substantial neighborhood compatibility impacts associated with significant traffic, noise, or aesthetics impacts?

4.9.7.1 Impact Analysis

The HEU would allow for residential infill and mixed-use development within housing sites. Buildout of the HEU would result in additional development of residential and commercial uses beyond that allowed under current zoning. See Issue 1, above for a discussion of the HEU's consistency with existing planning documents.

Due to the accommodation of additional housing units and mixed-use development, neighborhood incompatibility impacts could occur as a result of increased traffic, noise or aesthetics impacts.

a. Housing Sites

Traffic Impacts

An analysis of traffic impacts resulting from build out of the three housing strategies is provided in Chapter 4.13. As discussed therein, all three strategies would result in significant and unmitigated traffic impacts at multiple locations throughout the City (see Section 4.13).

Noise Impacts

An analysis of noise impacts resulting from build out of the housing sites is provided in Section 4.10. As discussed therein, while an increase in ambient noise levels would occur throughout the City under any of the housing strategies due to increased traffic volumes, such an increase would be less than the noise impact threshold of 3 decibels. Therefore, because no ambient noise impacts would occur, no neighborhood incompatibility associated with increased ambient noise levels noise would occur.

With respect to on-site generated noise, it was determined (see Section 4.10.6) that at this program-level of analysis, it cannot be verified whether future projects implemented in

accordance with the HEU would be capable of reducing noise levels to comply with City standards. Therefore, because future development consistent with the HEU could result in significant impacts from the on-site generation of noise, neighborhood incompatibility impacts from such noise generation could likewise be significant (see Impact NOS-1).

Aesthetic Impacts

An analysis of aesthetics/community character impacts resulting from build out of the HEU is provided in Section 4.1.7. As discussed therein, each of the City's communities has its own distinct character (see also Section 2.4.2). Neighborhood incompatibility impacts could result if implementation of the HEU resulted in development that was inconsistent with the existing character of the community. After a thorough evaluation of each housing site proposed within each community, it was determined that a significant community character impact would result with respect to development of housing sites L-7, O-4 and O-5 (see Impacts VIS-2, VIS-3, and VIS-4).

b. Housing Strategy Summaries

Traffic Impacts

Although buildout under each housing strategy would result in somewhat different specific traffic impacts, housing strategies 1 (RM), 2 (BYO), and 3 (MMUP) would all allow higher density housing, increased commercial development and changes to existing land uses resulting in increased traffic. There would be no inherent differences in impacts among the housing strategies.

Noise Impacts

Housing strategies 1 (RM), 2 (BYO), or 3 (MMUP) would not result in a substantial increase in ambient noise; however, on-site generation noise could be significant (see Impact NOS-1). There would be no inherent differences in impacts among the housing strategies.

Aesthetic Impacts

Housing strategies 1 (RM), 2 (BYO), or 3 (MMUP) would all allow higher density housing and changes to existing land uses. Implementation of the HEU on housing sites O-4, O-5, and L-7 would result in significant impacts to community character as discussed in Section 4.1.7. Housing sites O-4 and L-7 are located within housing strategies 2 (BYO) and 3 (MMUP) and housing site O-5 is located within housing strategies 1 (RM) and 2 (BYO). Therefore, there would be no inherent differences in impacts among the housing strategies.

4.9.7.2 Significance of Impacts

a. Traffic Impacts

As discussed in Section 4.13, the HEU would allow the development of new residential and mixed uses throughout the City, resulting in a significant impact relative to the LOS of

existing roadways and intersections. Neighborhood incompatibility impacts from such traffic generation would be significant (Impact LU-1).

b. Noise Impacts

Ambient noise impacts were assessed by comparing future noise levels without implementation of the HEU and future noise levels with buildout of the housing strategies. As shown, when compared to buildout of the no project condition, the increases in ambient noise would be less than 3 decibels adjacent to all roadway segments. Impacts would be less than significant.

The HEU would allow the development of new residential uses adjacent to existing commercial uses, or in the context of the mixed use sites within the same structure as noise-generating commercial uses. As discussed in Section 4.10, noise levels resulting from existing and proposed noise-generating uses (i.e., commercial uses) could expose new noise-sensitive uses to noise levels in excess of the City's standards. Neighborhood incompatibility impacts from such noise generation would be significant (Impact LU-2).

c. Aesthetic Impacts

The HEU would allow development of new uses throughout existing communities of the City. While the application of zoning regulations and design guidelines would allow most development to be compatible with the existing community characters throughout the City, development of housing sites L-7, O-4 and O-5 would result in significant impacts to community character. Neighborhood incompatibility impacts from development of these housing sites would be significant. These impacts are discussed in Section 4.1.7 and identified as Impacts V-2, V-3, and V-4.

4.9.7.3 Mitigation Framework

a. Traffic Impacts

The mitigation framework and improvements required to reduce the potentially significant traffic impacts associated with the implementation of the HEU are detailed in Section 4.13.5.3.

b. Noise Impacts

Mitigation measure NOS-1, as detailed in Section 4.10.6.3, is required to be implemented to reduce significant impacts associated with on-site noise.

c. Aesthetic Impacts

As the ~~floating~~ new zone standards and design guidelines are intended to maximize consistency with the surrounding land use context and character of individual neighborhoods, the project already incorporates features to maximize protection of community character to the extent feasible. Thus, no further mitigation has been identified

at the program-level to minimize the adverse impact resulting from development of housing sites L-7 (Impact VIS-2), O-4 (Impact VIS-3), and O-5 (Impact VIS-4)

4.9.7.2 Significance of Impacts

a. Traffic Impacts

As detailed in Section 4.13.5.4, impacts to roadway segments and intersections would remain significant and unavoidable. Therefore, neighborhood incompatibility impacts from increased project traffic generation would likewise remain significant and unavoidable.

b. Noise Impacts

Implementation of mitigation measure NOS-1 outlined in Section 4.10.6.3 would reduce inconsistent noise levels to less than significant.

c. Aesthetic Impacts

As detailed in Section 4.1.7.4, no mitigation has been identified at the program-level to minimize the adverse impact to community character resulting from development of housing sites L-7, O-4, and O-5; impacts would remain significant and unavoidable.

4.9.8 Issue 4: Proximity to Agricultural Sites

Would the project result in land use conflicts in relation to the proximity of housing to existing agricultural uses/commodity sites (i.e., indirect impacts associated with pesticides, fugitive dust, noise, etc.)?

4.9.8.1 Impact Analysis

The HEU does not propose the construction of new housing or other development; rather, it provides capacity for future development consistent with State Housing Element Law. Impacts could occur if housing sites were developed within close proximity to agricultural uses resulting in conflicts associated with agricultural activities such as pesticide use, dust, and noise from agricultural operations.

a. Housing Sites

The City does not support a large amount of agricultural operations; however, the City does have agricultural areas, composed primarily of greenhouses, scattered throughout the central and eastern portions of the City. Housing sites that are on or adjacent to agricultural commodity parcels include L-5, L-6, and L-7. Specifically, housing sites L-5 and L-6 have been identified as areas of current agricultural use (greenhouses). Sites L-7 is located adjacent to greenhouse sites. Development of these housing sites in accordance with the HEU would require either demolition of the greenhouses or residences placed in close proximity to the greenhouse operations. In either scenario, construction of housing units

could result in impacts associated with the interface between agricultural operations and residential uses.

Greenhouses typically contain structures used to cultivate high-value products such as flowering/foliage plants and gourmet food products such as mushrooms. They may also be used to grow commodities such as landscaping, decorative plants, fruit trees, herbs, and flowers. Most activities associated with greenhouse cultivation would be contained within a controlled environment. The type of agriculture practiced on these housing sites would therefore be compatible with urban land uses, and impacts would be less than significant.

b. Housing Strategy Summaries

Housing sites L-5 and L-6 are part of housing strategy 1 (RM). Housing site L-7 is part of housing strategy 2 (BYO) and housing strategy 3 (MMUP). Therefore, implementation of any of the strategies would have a potential agricultural interface compatibility issue. There would be no inherent differences in impacts among the housing strategies.

4.9.8.2 Significance of Impacts

The HEU could allow the development of new uses adjacent to existing agricultural (greenhouse) operations. Due to the nature of such operations, land use conflicts in relation to the proximity of housing to existing agricultural uses would be less than significant.

4.9.9 Issue 5: Noise/Land Use Compatibility

Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan?

4.9.9.1 Impact Analysis

Traffic noise occurs adjacent to every roadway and is directly related to the traffic volume, speed, and mix of vehicles. Existing and future freeway and roadway volumes under all housing strategies were obtained from the traffic study prepared for the HEU (see Appendix N).

Truck volumes for Interstate 5 were derived from Caltrans truck counts (Caltrans 2014). Caltrans existing truck counts indicate an approximate traffic mix of 94 percent cars, 4 percent medium trucks, and 2 percent heavy trucks. This traffic mix was used for modeling existing and future freeway noise. For local roadways, a traffic mix of 96 percent cars, 3 percent medium trucks, and 1 percent heavy trucks was modeled. Based on traffic counts taken during the existing noise measurements, this is a conservative vehicle mix. Table 4.9-16 summarizes the vehicle traffic parameters used in this analysis for each freeway and roadway segment.

**Table 4.9-16
Vehicle Traffic Parameters**

Roadway	Segment	Existing ADT	No Project ADT	Housing Strategy 1 ADT	Housing Strategy 2 ADT	Housing Strategy 3 ADT	Speed (mph)
Carlsbad Blvd	Between Avenida Encinas and La Costa Ave	12,160	25,300	25,500	25,400	25,500	50
	Between Poinsettia Lane and Avenida Encinas	16,194	24,700	25,400	25,100	25,400	50
Highway 101	Between La Costa Ave and 600 feet south of La Costa Ave	18,070	19,900	21,600	21,200	21,800	40 ¹
	Between 600 feet south of La Costa Ave and Leucadia Blvd	17,378	18,100	20,500	19,900	20,900	40 ¹
	Between Leucadia Blvd and Cadmus Street	19,145	19,900	20,900	20,500	21,300	40 ¹
	Between Cadmus Street and Marcheta Street	19,145	19,900	20,900	20,500	21,300	40 ¹
	Between Marcheta Street and 660 feet south of Marcheta Street	19,145	19,900	20,900	20,500	19,300	40 ¹
	Between 660 feet south of Marcheta Street and Encinitas Blvd	19,145	19,900	19,300	19,200	19,600	40 ¹
	Between Encinitas Blvd and D Street	18,746	19,400	19,200	19,100	19,300	30
	Between D Street and E Street	18,746	19,400	19,200	19,100	19,300	30
	Between E Street and F Street	18,746	19,400	19,200	19,100	19,300	30
	Between F Street and H Street	18,746	19,400	19,200	19,100	19,300	30
	Between H Street and J Street	20,337	21,100	20,800	20,700	20,900	30
	Between J Street and Swamis Ped Crossing	20,337	21,100	20,800	20,700	20,900	45
	Between Swami's Pedestrian Crossing and San Elijo State Beach	20,550	21,300	21,000	20,900	21,100	45
	Between San Elijo State Beach and Chesterfield	20,682	21,300	21,500	21,400	21,400	45
	Between Chesterfield and Cardiff State Beach	20,682	23,200	23,300	23,300	23,200	45
	Between Cardiff Beach State and Chart House	20,682	23,200	23,300	23,300	23,200	45
	Between Chart House and Las Olas Mexican Restaurant	20,682	23,200	23,300	23,300	23,200	45
	Between Las Olas Mexican Restaurant and Cardiff City of Solana Beach limits	20,682	23,200	23,300	23,300	23,200	45
	Between Cardiff City of Solana Beach limits and West Cliff Street	18,611	22,500	22,600	22,700	22,600	45
	Between West Cliff and Lomas Santa Fe	18,611	25,000	25,100	25,100	25,000	45
	Between Lomas Santa Fe Drive and Via de la Valle	17,056	23,600	23,300	23,600	23,600	45

**Table 4.9-16
Vehicle Traffic Parameters**

Roadway	Segment	Existing ADT	No Project ADT	Housing Strategy 1 ADT	Housing Strategy 2 ADT	Housing Strategy 3 ADT	Speed (mph)
Vulcan Ave	Between La Costa Ave and Leucadia Boulevard	3,621	7,000	7,200	7,200	7,300	40 ³⁵
	Between Leucadia Blvd and Encinitas Boulevard	6,221	7,500	7,700	7,500	7,600	40 ³⁵
	Between Encinitas Boulevard and D Street	10,368	12,900	13,400	13,300	13,300	40
	Between D Street and E Street	10,368	12,900	13,400	13,300	13,700	40
	Between E Street and Santa Fe Drive	10,486	13,100	13,600	13,500	14,200	40
San Elijo Ave	Between Santa Fe Drive and Birmingham Drive	9,332	10,100	10,000	10,100	10,200	35
	Between Birmingham Drive and Chesterfield Drive	9,332	12,500	12,900	12,600	12,700	35
	Between Chesterfield Drive and Manchester Ave	9,332	9,500	13,200	9,500	9,600	25
Saxony Road	Between La Costa Ave and Quail Gardens-Hollow Drive	3,137	4,600	4,700	4,700	4,600	45
	Between Quail Hollow Gardens Drive and Normandy Road	2,858	3,400	3,500	3,500	3,400	35 ¹
	Between Normandy Road and Brittany Ave	2,858	3,900	4,000	3,900	3,800	35 ¹
	Between Brittany Ave and Leucadia Boulevard	2,858	3,500	3,400	3,500	3,400	35 ¹
	Between Leucadia Boulevard and Silver Berry Place	8,973	11,800	11,800	11,900	11,900	40 ¹
	Between Silver Berry Place and Encinitas Boulevard	8,973	13,800	13,900	14,800	14,000	40 ¹
Quail Hollow Drive	Between Swallow Tail Road and Saxony Road	3,235	5,000	5,000	5,000	5,000	25 ³⁵
Quail Gardens Drive	Between Swallow Tail Road and Lauren Court	3,235	4,900	4,900	4,900	4,900	40 ¹
	Between Lauren Court and Leucadia Boulevard	3,235	5,300	5,300	5,300	5,300	40 ¹
	Between Leucadia Boulevard and Paseo De Las Flores	7,897	9,100	9,300	8,300	9,200	40
	Between Paseo De Las Flores and Paseo De Las Verdes	7,897	8,900	9,000	8,300	9,200	40
	Between Paseo De Las Verdes and Encinitas Boulevard	7,897	8,200	8,500	8,700	8,400	40
Westlake Street	Between Encinitas Boulevard and Requeza Street	9,688	11,800	11,900	16,300	11,800	30 ¹
Nardo Drive	Between Requeza Street and Melba Road	4,871	5,100	5,200	5,600	5,200	25
	Between Melba Road and Santa Fe Drive	4,871	5,100	5,200	4,900	5,200	25
MacKinnon Ave	Between Santa Fe Drive and Villa Cardiff Drive	5,413	6,200	6,300	6,500	6,300	35

**Table 4.9-16
Vehicle Traffic Parameters**

Roadway	Segment	Existing ADT	No Project ADT	Housing Strategy 1 ADT	Housing Strategy 2 ADT	Housing Strategy 3 ADT	Speed (mph)
Villa Cardiff Drive	Between MacKinnon Ave and Windsor Road	5,413	6,500	6,600	6,800	6,600	35
	Between Windsor Road and Birmingham Drive	5,413	5,700	6,100	6,200	5,800	35
Garden View Road	Between Leucadia Boulevard and Via Cantebria	10,722	11,500	11,400	11,400	11,500	40
	Between Via Cantebria and El Camino Real	9,663	12,900	12,900	12,600	12,800	40
Town Center Place	Between Leucadia Boulevard and Town Center Place	14,817	20,000	20,100	20,500	20,500	25
	Between Town Center Place and Town Center Drive	14,817	17,800	17,900	17,100	17,200	25
Via Cantebria	Between Town Center Drive and Garden View Road	8,524	15,800	15,900	15,500	15,700	25
	Between Garden View Road and Forrest Bluff	13,715	14,900	14,900	15,000	15,100	40
	Between Forrest Bluff and Via Montoro	13,715	15,200	15,300	15,400	15,400	40
	Between Via Montoro and Via Molena	16,842	17,900	17,000	17,300	17,300	40
	Between Via Molena and Encinitas Boulevard	16,842	17,500	17,800	18,200	18,200	40
Balour Drive	Between Encinitas Boulevard and Melba Road	7,988	11,200	11,200	11,500	11,300	35
	Between Melba Road and Santa Fe Drive	7,988	10,700	11,000	10,700	11,100	25
Lake Drive	Between Santa Fe Drive and Woodlake Drive	6,565	6,600	6,600	6,600	6,600	35
	Between Woodlake Drive and Birmingham Drive	6,565	6,600	6,600	6,600	6,600	35
El Camino Real	Between Aviara Parkway and La Costa Ave	43,934	54,300	54,500	54,700 ¹	54,400	55
	Between La Costa Ave and Calle Barcelona	34,929	38,400	38,400	38,300	38,700	55
	Between Calle Barcelona and City of Carlsbad boundary	34,929	36,500	36,400	36,000	36,400	55
	Between City of Carlsbad boundary and Leucadia Boulevard	43,939	46,700	46,500	46,200	46,500	55
	Between Leucadia Boulevard and Town Center Drive	43,939	58,600	58,300	58,700	59,200	45
	Between Town Center Drive and Garden View Road	43,939	54,200	54,100	54,000	54,500	45
	Between Garden View Road and 331-339 El Camino Real	39,969	42,900	43,000	42,800	43,100	35
	Between 331-339 El Camino Real and Via Montoro	39,969	48,900	49,100	49,000	49,300	35
	Between Via Montoro and Mountain Vista	39,969	44,300	44,600	44,400	44,900	35
	Between Mountain Vista and Via Molena	41,968	47,000	46,700	47,000	47,400	35
	Between Via Molena and Encinitas Boulevard	41,968	56,900	57,200	58,100	58,800	35
	Between Encinitas Boulevard and 213 S El Camino Real	33,151	39,400	39,500	39,800	40,100	40
	Between 213 S El Camino Real and Crest Drive	33,151	33,800	33,800	33,800	33,800	40

**Table 4.9-16
Vehicle Traffic Parameters**

Roadway	Segment	Existing ADT	No Project ADT	Housing Strategy 1 ADT	Housing Strategy 2 ADT	Housing Strategy 3 ADT	Speed (mph)
	Between Crest Drive and Willowspring Drive	33,151	36,200	35,400	36,100	36,400	40
	Between Willowspring Drive and Santa Fe Drive	33,151	37,500	36,800	37,600	37,800	40
	Between Santa Fe Drive and Sage Canyon Drive	23,024	28,400	27,600	29,300	29,500	55
	Between Sage Canyon Drive and Manchester Ave	23,024	27,700	26,800	28,600	29,000	55
Village Park Way	Between Mountain Vista Drive and Parkdale Drive	6,341	10,900	11,000	11,000	11,400	40
	Between Parkdale Drive and Encinitas Boulevard	6,341	14,200	14,200	14,400	14,700	40
Rancho Santa Fe Road	Between Olivenhain Road and Calle Acervo	17,363	17,400	17,400	17,400	17,400	45
	Between Calle Acervo/Avenida La Posta and Olive Crest Drive	14,901	15,900	16,400	16,400	16,500	40
	Between Olive Crest Drive and 13th Street	14,901	15,800	16,300	16,200	16,300	40
	Between 13th Street and 11th Street	14,901	15,700	16,200	16,100	16,300	40
	Between 11th Street and El Camino Del Norte	15,146	15,800	16,300	16,300	16,400	40
	Between El Camino Del Norte and 9th Street	13,236	13,300	13,700	13,800 ¹	13,700	40
	Between 9th Street and 8th Street	13,236	13,500	13,800	14,000	13,800	40
	Between 8th Street and 7th Street	13,236	13,900	14,300	14,400	14,300	40
	Between 7th Street and Encinitas Boulevard	13,236	15,200	18,300	18,300	18,800	40
Manchester Ave	Between Manchester Ave and Mira Costa College	19,595	35,400	35,200	36,700	37,100	50
	Between Mira Costa College and I-5 NB On-Ramp	19,595	35,700	35,400	36,800	37,400	50
	Between I-5 NB Ramps and I-5 SB Ramps	26,567	40,200	40,000	40,700	40,800	40
	Between I-5 SB Ramps and Ocean Cove Drive	7,598	11,900	11,800	12,000	12,200	40
	Between Ocean Cove Drive and Seaside Cardiff residential area driveway	7,598	11,900	11,700	11,900	12,100	40
	Between Seaside Cardiff residential area driveway and San Elijo Water Reclamation Facility Driveway	7,598	11,900	11,700	11,900	12,100	40
	Between San Elijo Water Reclamation Facility Driveway and Manchester Ave	7,598	11,800	11,600	11,800	12,000	40
Manchester Ave	Between Encinitas Boulevard and El Camino Real	5,989	12,300	13,200	13,500	14,000	40

**Table 4.9-16
Vehicle Traffic Parameters**

Roadway	Segment	Existing ADT	No Project ADT	Housing Strategy 1 ADT	Housing Strategy 2 ADT	Housing Strategy 3 ADT	Speed (mph)
La Costa Ave	Between Highway 101 and Vulcan Ave	11,888	16,400	17,500	17,100	17,700	40
	Between Vulcan Ave and Sheridan Road	14,258	16,300	17,300	17,000	17,300	40
	Between Sheridan Road and I-5 SB Ramps	14,258	22,000	22,800	22,600	22,900	40
	Between I-5 SB Ramps and I-5 NB Ramps	25,817	29,300	29,900	29,700	30,000	40
	Between I-5 NB Ramps and Piraeus Street	36,550	39,500	39,600	39,700	39,700	55
	Between Piraeus Street and Saxony Road	36,550	39,600	39,700	39,900	39,800	55
	Between Saxony Road and El Camino Real	37,683	42,000	42,100	42,300 ¹	42,100	55
	Between El Camino Real and La Costa Towne Center traffic signal	15,999	20,700	20,800	20,900	21,000	40
	Between La Costa Towne Center traffic signal and Fairway Lane	15,999	20,900	21,000	21,000	21,200	40
	Between Fairway Lane and Calle Madero	15,999	20,700	20,800	20,800	20,800	40
Leucadia Blvd	Between Highway 101 and Vulcan Ave	12,188	14,300	15,900	15,600	16,100	35
	Between Vulcan Ave and Hermes Ave	14,933	16,300	17,500	17,200	17,700	35
	Between Hermes Ave and Hygeia Ave	14,933	15,700	16,900	16,600	17,000	35
	Between Hygeia Ave and Hymettus Ave	14,933	17,400	15,000	15,000	15,000	35
	Between Hymettus Ave and Orpheus Ave	14,933	19,200	20,400	20,000	20,200	35
	Between Orpheus Ave and I-5 SB Ramps	14,933	17,700	15,300	18,500	15,200	40
	Between I-5 SB Ramps and I-5 NB Ramps	22,721	28,600	29,600	28,900	28,600	30
	Between Piraeus Street and Urania Ave	38,099	44,100	45,000	44,200	43,900	40
	Between Urania Ave and Saxony Road	38,099	44,100	45,000	44,200 ¹	43,900	40
	Between Saxony Road and Sidonia Street	40,117	42,400	42,500	42,000	42,100	40
	Between Sidonia Street and Quail Gardens Drive	40,117	42,400	42,500	42,100	42,100	40
	Between Quail Gardens Drive and Garden View Road	43,786	47,100	47,200	47,600 ¹	47,000	45
	Between Garden View Road and Town Center Place	31,439	34,700	31,900 ²	32,000	31,700	45
	Between Town Center Place and El Camino Real	34,214	39,000	39,400 ¹	38,900	38,700	45
Mountain Vista Drive	Between El Camino Real and Wandering Road	11,478	15,000	15,100	15,000	15,100	45
	Between Wandering Road and Village Park Way	7,093	9,300	9,300	9,300	9,300	45
Lone Jack Drive	Between Rancho Santa Fe Road and northern terminus	6,745	8,400	8,200	8,200	8,200	40

**Table 4.9-16
Vehicle Traffic Parameters**

Roadway	Segment	Existing ADT	No Project ADT	Housing Strategy 1 ADT	Housing Strategy 2 ADT	Housing Strategy 3 ADT	Speed (mph)
El Camino Del Norte	Between Rancho Santa Fe Road and San Dieguito CPA boundary	6,915	7,900	7,800	7,900 ¹	7,700	40
	Between San Dieguito CPA boundary to Via De Fortuna	6,915	7,800	7,500	7,600	7,400	40
Encinitas Blvd	Between Highway 101 and Vulcan Ave	21,095	22,300	23,600	22,700	24,300	40
	Between Vulcan Ave and Days Inn traffic signal	20,790	34,100	35,200	33,900	35,800	40
	Between Days Inn traffic signal and I-5 SB Ramps	20,790	34,100	35,200	33,900	35,800	40
	Between I-5 SB Ramps and I-5 NB Ramps	32,420	38,500	39,400	39,600	40,500	40
	Between I-5 NB Ramps and Saxony Road	38,312	41,400	42,100	43,000	43,100	40
	Between Saxony Road and Calle Magdalena	31,737	35,400	35,800	36,400	36,800	40
	Between Calle Magdalena and Encinitas Town Country traffic signal	31,737	40,000	40,500	41,400	41,600	40
	Between Encinitas Town Country traffic signal and Quail Gardens Drive	31,737	36,000	36,600	38,400	38,000	40
	Between Quails Garden Drive and Delphinium Street	27,446	37,700	38,300	39,700	39,600	45
	Between Delphinium Street and Balour Drive	27,446	38,300	38,600	39,900	40,000	45
	Between Balour Drive and Via Cantebria	38,142	47,500	47,800	48,700	48,800	45
	Between Via Cantebria and El Camino Real	26,806	29,400	29,500	30,400	30,500	45
	Between El Camino Real and Village Square Drive	28,841	31,000	31,300	30,900 ¹	30,000	45
	Between Village Square Drive and Turner Ave	28,841	29,300	29,800	30,000	30,400	45
	Between Turner Ave and Cerro Street	28,841	29,300	29,800	30,000	30,400	45
	Between Cerro Street and Village Park Way	28,841	29,700	30,300	30,700	31,200	45
	Between Village Park Way to Willowspring Drive	22,619	27,900	28,800	29,000	29,400	45
	Between Willowspring Drive to Rancho Santa Fe Road	22,619	22,700	23,700	23,900	24,400	45
S Rancho Santa Fe Road	Between Manchester Ave and 770 feet east of Manchester Ave	18,476	18,600	19,400	19,500	19,900	45
	Between 770 feet east of Manchester Ave and San Dieguito CPA boundary	18,476	18,600	19,400	19,500	19,900	45
F Street/Requeza Street	Between Vulcan Ave and Cornish Drive	5,631	6,200	6,200	6,400	6,400	25
	Between Cornish Drive and San Dieguito Drive	5,631	6,300	6,700	6,500	6,700	25
	Between San Dieguito Drive and Stratford Drive	5,631	6,300	6,700	6,500	6,700	25
	Between Stratford Drive and Regal Road	5,631	6,800	7,200	7,000	7,000	25

**Table 4.9-16
Vehicle Traffic Parameters**

Roadway	Segment	Existing ADT	No Project ADT	Housing Strategy 1 ADT	Housing Strategy 2 ADT	Housing Strategy 3 ADT	Speed (mph)
	Between Regal Road and West Lake Drive	5,631	6,400	6,500	7,600	6,400	25
	Between West Lake Drive and Nardo Drive	4,516	4,800	4,900	5,200	4,900	25
Santa Fe Drive	Between Vulcan Ave and Cornish Drive	8,554	9,000	8,800	9,000	8,900	35
	Between Cornish Drive and Summit Ave	8,554	9,000	9,500	9,000	9,700	35
	Between Summit Ave and Devonshire	8,554	10,100	10,400	10,300	10,300	35
	Between Devonshire Drive and Driveway	12,974	15,200	15,800	15,600	15,700	35
	Between Driveway and I-5 SB Ramps	12,974	15,200	15,800	15,600	15,700	35
	Between I-5 SB Ramps and I-5 NB Ramps	19,070	22,400	23,200	22,900	23,000	35
	Between I-5 NB Ramps and Regal Road	13,743	16,100	16,700	16,500	16,600	35
	Between Regal Road and Gardena Road	13,743	16,100	16,700	16,500	16,600	35
	Between Gardena Road and Nardo Road	13,743	16,100	16,700	16,500	16,600	35
	Between Nardo Road and Windsor Road/Bonita Drive	15,036	17,700	18,300	18,100	18,200	35
	Between Windsor Road/Bonita Drive and Balour Drive	15,036	17,700	18,300	18,100	18,200	35
	Between Balour Drive and Lake Drive	15,817	18,600	19,200	19,000	19,100	35
	Between Lake Drive and Crest Drive	15,107	17,700	18,400	18,200	18,200	35
	Between Crest Drive and El Camino Real	15,107	17,700	18,400	18,200	18,200	35
Birmingham Drive	Between San Elijo Ave and Newcastle Ave	14,588	15,500	15,400 ²	15,600 ¹	15,800	30
	Between Newcastle Ave and Manchester Ave	14,588	15,500	15,400 ²	15,600 ¹	15,800 ¹	30
	Between Manchester Ave and Montgomery Ave	14,588	15,500	15,400 ²	15,600 ¹	15,800 ¹	30
	Between Montgomery Ave and Cambridge Ave	14,588	14,600	15,400 ²	15,600 ¹	15,800 ¹	30
	Between Cambridge Ave and MacKinnon Ave	14,588	15,500	15,400 ²	15,600 ¹	15,800 ¹	30
	Between MacKinnon Ave and Carol View Drive	14,588	19,500 ¹	19,600 ¹	19,700 ¹	14,700 ²	30
	Between Carol View Drive and I-5 SB Ramps	14,588	19,500 ¹	19,600 ¹	19,700 ¹	14,700 ²	30
	Between I-5 SB Ramps and I-5 NB Ramps	16,342	21,800 ¹	21,900 ¹	22,100 ¹	21,400 ¹	40
	Between I-5 NB Ramps and Villa Cardiff Drive	8,248	13,200 ¹	13,500 ¹	13,500 ¹	13,400 ¹	40
	Between Villa Cardiff Drive and Playa Rivera	8,248	11,600 ¹	11,600 ¹	11,600 ¹	11,700 ¹	35
	Between Playa Rivera and Freda Lane	8,248	13,100 ¹	13,100 ¹	13,100 ¹	13,200 ¹	35
	Between Freda Lane and Lake Drive	8,248	8,700 ²	8,600 ²	8,700 ²	8,800	35
I-5	Between Palomar Airport Road and Poinsettia Lane	201,000 201,800	241,796	242,077	242,028 ¹	242,240	65
	Between Poinsettia Lane and La Costa Ave	204,000 200,000	248,436	249,053	248,873 ¹	249,347	65
	Between La Costa Ave and Leucadia Boulevard	208,000 196,700	246,694	246,765	247,028 ¹	246,847	65
	Between Leucadia Boulevard and Encinitas Boulevard	211,000 117,200	164,587	164,640	165,412 ¹	165,789	65

**Table 4.9-16
Vehicle Traffic Parameters**

Roadway	Segment	Existing ADT	No Project ADT	Housing Strategy 1 ADT	Housing Strategy 2 ADT	Housing Strategy 3 ADT	Speed (mph)
	Between Encinitas Boulevard and Santa Fe Drive	210,000 196,900	249,008	249,446	249,344 ¹	248,717	65
	Between Santa Fe Drive and Birmingham Drive	201,000 196,300	252,315	252,764	252,953 ¹	252,293	65
	Between Birmingham Drive and Manchester Ave	203,000 198,500	261,209	261,702	262,124 ¹	261,150	65
	Between Manchester Ave and Lomas Santa Fe Drive	231,000 247,700	325,985	325,913	326,993 ¹	326,532	65
	Between Lomas Santa Fe Drive and Via de la Valle	230,000 250,200	318,264	318,072	318,801 ¹	318,187	65

¹Since preparation of the noise analysis, slight changes in the future projected traffic volumes and/or speeds have been made. However, the revised traffic projections and/or speeds for these segments are less than the volumes and speeds shown here and used in this analysis. This therefore represents a worst case analysis.

²The revised traffic projections for these segments are slightly greater than the volumes shown here. However, the difference in noise due to these revised volumes ranges from 0.0 to 0.3 dB and has no effect on the results presented in this analysis.

The Federal Highway Administration (FHWA) Traffic Noise Model algorithms were used to calculate distances to noise contours for each roadway. The FHWA model takes into account traffic mix, speed, and volume; roadway gradient; relative distances between sources, barriers, and sensitive receptors; and shielding provided by intervening terrain or structures.

The analysis of the noise environment considered that the topography was flat with no intervening terrain between sensitive land uses and roadways. Because there are no obstructions, predicted noise levels are higher than would actually occur. In actuality, buildings and other obstructions along the roadways would shield distant receivers from the traffic noise.

The City has established noise land use compatibility guidelines in the City's adopted General Plan Noise Element. Additionally, as detailed in Chapter 3 (see Section 3.2.2.4), the project includes an amendment to the adopted General Plan Noise Element. The intent of the amendment is three-fold: (1) to resolve internal inconsistencies in the adopted Noise Element, specifically between policies and the noise land use compatibility matrix; (2) update the City's policies to be consistent with contemporary noise standards and account for changes that have occurred since adoption of the City's current element including enhancements in noise attenuation through standard construction practices; and (3) revise policies to allow for the application of smart growth through the promotion of mixed use development. It should be noted that the exterior noise compatibility standard for residential uses is the same in both the adopted Noise Element and the amendment.

The proposed Noise Land Use Compatibility Guidelines are presented in Table 4.9-17. The HEU would include new residential and mixed-use land uses. As shown, residential uses are normally acceptable up to 60 average sound level (L_{dn}), conditionally acceptable up to 70 L_{dn} , normally unacceptable up to 75 L_{dn} , and clearly unacceptable above 75 L_{dn} .

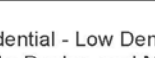






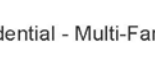







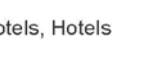





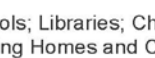













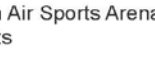






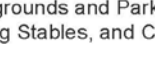






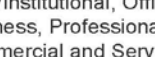
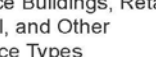






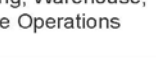





Interstate 5 is the dominant source of noise in the project area. The roadways generating the greatest noise levels in the project area are Interstate 5, Highway 101, El Camino Real, Encinitas Boulevard, Leucadia Boulevard, La Costa Avenue, and Manchester Avenue.

a. Housing Sites

All housing sites within each of the housing strategies, along with existing uses, would be affected by traffic noise. Noise contours for future conditions were modeled using projected traffic volumes on freeways and major roadways within the project area and are expressed in contour lines showing the anticipated noise levels as measured by the L_{dn} . The distances to the 60, 65, 70, and 75 L_{dn} noise contours for freeways and major roadways from housing sites within housing strategy 1 (RM), 2 (BYO), and 3 (MMUP) are shown in Tables 4.9-18, 4.9-19, and 4.9-20, respectively. A complete list of distances to all noise contours for all roadway segments for buildout are included in Appendix O.

Distances to the roadway noise contours are based on a flat site with no intervening barriers or obstructions (worst-case analysis). Future horizon year (2035) noise contours for building of sites within each housing strategy are shown in Figures 4.9-4, 4.9-5, and 4.9-6.

**Table 4.9-17
Noise and Land Use Compatibility Guidelines**

LAND USE TYPE CATEGORY	COMMUNITY NOISE EXPOSURE Ldn OR CNEL, dB						
	55	60	65	70	75	80	85
Residential - Low Density Single Family, Duplex, and Mobile Homes							
Residential - Multi-Family							
Transient Lodging - Motels, Hotels							
Schools; Libraries; Churches; Hospitals; Nursing Homes and Care Facilities; and indoor auditoriums, halls, and the like							
Open Air Auditoriums, Concert Halls, and Amphitheaters							
Open Air Sports Arena and Outdoor Spectator Sports							
Playgrounds and Parks, Golf Courses, Riding Stables, and Cemeteries							
Civic/Institutional, Office Buildings, Retail, Business, Professional, and Other Commercial and Service Types							
Industrial, Manufacturing, Warehouse, Utilities, and Agriculture Operations							



Normally Acceptable
Specified land use is satisfactory based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable
New development should be undertaken only after a detailed analysis of noise reduction requirement is made. Conventional construction, but with closed windows and air conditioning will normally suffice.

Normally Unacceptable
New development should be generally discouraged. If new development does proceed, a detailed analysis of noise reduction requirement is made and noise attenuation included in the design.

Clearly Unacceptable
New development should generally not be undertaken.



**Table 4.9-18
Housing Strategy 1 (RM) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Carlsbad Blvd	Between Avenida Encinas and La Costa Avenue	31	97	308	975
	Between Poinsettia Lane and Avenida Encinas	31	97	308	975
Highway 101	Between La Costa Avenue and 600 feet south of La Costa Avenue	15	48	151	477
	Between 600 feet south of La Costa Avenue and Leucadia Blvd	14	46	144	456
	Between Leucadia Blvd and Cadmus Street	15	47	148	467
	Between Cadmus Street and Marcheta Street	15	47	148	467
	Between Marcheta Street and 660 feet south of Marcheta Street	15	47	148	467
	Between 660 feet south of Marcheta Street and Encinitas Blvd	14	44	138	435
	Between Encinitas Blvd and D Street	8	24	77	245
	Between D Street and E Street	8	24	77	245
	Between E Street and F Street	8	24	77	245
	Between F Street and H Street	8	24	77	245
	Between H Street and J Street	8	27	85	269
	Between J Street and Swamis Ped Crossing	19	62	195	615
	Between Swami's Pedestrian Crossing and San Elijo State Beach	19	62	195	615
	Between San Elijo State Beach and Chesterfield	20	63	199	629
	Between Chesterfield and Cardiff State Beach	22	69	218	690
	Between Cardiff Beach State and Chart House	22	69	218	690
	Between Chart House and Las Olas Mexican Restaurant	22	69	218	690
	Between Las Olas Mexican Restaurant and Cardiff by the sea City of Solana Beach limits	22	69	218	690
	Between Cardiff by the sea City of Solana Beach limits and West Cliff Street	21	67	213	674
	Between West Cliff and Lomas Santa Fe	23	74	234	740
	Between Lomas Santa Fe Drive and Via de la Valle	22	69	218	690
Vulcan Avenue	Between La Costa Avenue and Leucadia Boulevard	45	1216	3751	117162
	Between Leucadia Blvd and Encinitas Boulevard	45	1317	4055	126173
	Between Encinitas Boulevard and D Street	10	30	95	301
	Between D Street and E Street	10	30	95	301
	Between E Street and Santa Fe Drive	10	30	95	301
San Elijo Avenue	Between Santa Fe Drive and Birmingham Drive	5	17	52	166
	Between Birmingham Drive and Chesterfield Drive	7	21	67	213
	Between Chesterfield Drive and Manchester Avenue	4	12	38	120

**Table 4.9-18
Housing Strategy 1 (RM) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Saxony Road	Between La Costa Avenue and Quail Gardens Hollow Drive	4	14	44	138
	Between Quail Gardens Hollow Drive and Normandy Road	2	6	18	57
	Between Normandy Road and Brittany Avenue	2	7	21	66
	Between Brittany Avenue and Leucadia Boulevard	2	6	18	56
	Between Leucadia Boulevard and Silver Berry Place	8	26	83	262
	Between Silver Berry Place and Encinitas Boulevard	10	31	97	308
Quail Hollow Drive	Between Swallow Tail Road and Saxony Road	13	58	1426	4683
Quail Gardens Drive	Between Swallow Tail Road and Lauren Court	3	11	35	109
	Between Lauren Court and Leucadia Boulevard	4	12	37	117
	Between Leucadia Boulevard and Paseo 4 De Las Flores	7	21	66	208
	Between Paseo 4 De Las Flores and Paseo 4 De Las Verdes	6	20	63	199
	Between Paseo 4 De Las Verdes and Encinitas Boulevard	6	19	60	190
Westlake Street	Between Encinitas Boulevard and Requeza Street	5	15	49	155
Nardo Drive	Between Requeza Street and Melba Road	1	5	15	47
	Between Melba Road and Santa Fe Drive	1	5	15	47
MacKinnon Avenue	Between Santa Fe Drive and Villa Cardiff Drive	3	10	33	104
Villa Cardiff Drive	Between MacKinnon Avenue and Windsor Road	3	11	35	109
	Between Windsor Road and Birmingham Drive	3	10	32	100
Garden View Road	Between Leucadia Boulevard and Via Cantebria	8	26	81	256
	Between Via Cantebria and El Camino Real	9	29	91	288
Town Center Place	Between Leucadia Boulevard and Town Center Place	6	18	57	182
	Between Town Center Place and Town Center Drive	5	16	51	162
Via Cantebria	Between Town Center Drive and Garden View Road	5	14	46	144
	Between Garden View Road and Forrest Bluff	10	33	104	330
	Between Forrest Bluff and Via Montoro	11	35	109	346
	Between Via Montoro and Via Molena	12	38	120	379
	Between Via Molena and Encinitas Boulevard	13	40	126	397
Balour Drive	Between Encinitas Boulevard and Melba Road	6	19	59	186
	Between Melba Road and Santa Fe Drive	3	10	32	100
Lake Drive	Between Santa Fe Drive and Woodlake Drive	3	11	35	109
	Between Woodlake Drive and Birmingham Drive	3	11	35	109

**Table 4.9-18
Housing Strategy 1 (RM) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
El Camino Real	Between Aviara Parkway and La Costa Avenue	83	262	830	2,624
	Between La Costa Avenue and Calle Barcelona	59	186	587	1,858
	Between Calle Barcelona and City of Carlsbad boundary	56	177	561	1,774
	Between City of Carlsbad boundary and Leucadia Boulevard	71	223	706	2,233
	Between Leucadia Boulevard and Town Center Drive	55	173	548	1,734
	Between Town Center Drive and Garden View Road	51	162	512	1,618
	Between Garden View Road and 331-339 El Camino Real	22	71	223	706
	Between 331-339 El Camino Real and Via Montoro	26	81	256	811
	Between Via Montoro and Mountain Vista	23	74	234	740
	Between Mountain Vista and Via Molena	24	77	245	774
	Between Via Molena and Encinitas Boulevard	29	93	294	931
	Between Encinitas Boulevard and 213 S El Camino Real	28	89	281	889
	Between 213 S El Camino Real and Crest Drive	24	76	239	757
	Between Crest Drive and Willowspring Drive	25	79	251	792
	Between Willowspring Drive and Santa Fe Drive	26	83	262	830
	Between Santa Fe Drive and Sage Canyon Drive	43	135	426	1,346
	Between Sage Canyon Drive and Manchester Avenue	41	129	406	1,285
Village Park Way	Between Mountain Vista Drive and Parkdale Drive	8	24	77	245
	Between Parkdale Drive and Encinitas Boulevard	10	32	100	315
Rancho Santa Fe Road	Between Olivenhain Road and Calle Acervo	16	51	162	512
	Between Calle Acervo/Avenida La Posta and Olive Crest Drive	12	37	117	371
	Between Olive Crest Drive and 13th Street	11	36	115	362
	Between 13th Street and 11th Street	11	36	115	362
	Between 11th Street and El Camino Del Norte	11	36	115	362
	Between El Camino Del Norte and 9th Street	10	31	97	308
	Between 9th Street and 8th Street	10	31	97	308
	Between 8th Street and 7th Street	10	32	102	323
	Between 7th Street and Encinitas Boulevard	13	41	129	406

**Table 4.9-18
Housing Strategy 1 (RM) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Manchester Avenue	Between Manchester Avenue and Mira Costa College	43	135	426	1,346
	Between Mira Costa College and I-5 NB On-Ramp	43	135	426	1,346
	Between I-5 NB Ramps and I-5 SB Ramps	28	89	281	889
	Between I-5 SB Ramps and Ocean Cove Drive	8	26	83	262
	Between Ocean Cove Drive and Seaside Cardiff-by-the-sea residential area driveway	8	26	83	262
	Between Seaside Cardiff-by-the-sea residential area driveway and San Elijo Water Reclamation Facility Driveway	8	26	83	262
	Between San Elijo Water Reclamation Facility Driveway and Manchester Avenue	8	26	81	256
Manchester Avenue	Between Encinitas Boulevard and El Camino Real	9	29	93	294
La Costa Avenue	Between Highway 101 and Vulcan Avenue	12	39	123	388
	Between Vulcan Avenue and Sheridan Road	12	39	123	388
	Between Sheridan Road and I-5 SB Ramps	16	51	162	512
	Between I-5 SB Ramps and I-5 NB Ramps	21	67	213	674
	Between I-5 NB Ramps and Piraeus Street	60	190	601	1,901
	Between Piraeus Street and Saxony Road	62	195	615	1,945
	Between Saxony Road and El Camino Real	64	204	644	2,037
	Between El Camino Real and La Costa Towne Center traffic signal	15	47	148	467
	Between La Costa Towne Center traffic signal and Fairway Lane	15	47	148	467
	Between Fairway Lane and Calle Madero	15	47	148	467
Leucadia Blvd	Between Highway 101 and Vulcan Avenue	8	26	83	262
	Between Vulcan Avenue and Hermes Avenue	9	29	91	288
	Between Hermes Avenue and Hygeia Avenue	9	28	89	281
	Between Hygeia Avenue and Hymettus Avenue	8	24	77	245
	Between Hymettus Avenue and Orpheus Avenue	11	34	107	338
	Between Orpheus Avenue and I-5 SB Ramps	11	35	109	346
	Between I-5 SB Ramps and I-5 NB Ramps	12	38	120	379
	Between Piraeus Street and Urania Avenue	32	100	315	998
	Between Urania Avenue and Saxony Road	32	100	315	998
	Between Saxony Road and Sidonia Street	30	95	301	953
	Between Sidonia Street and Quail Gardens Drive	30	95	301	953
	Between Quail Gardens Drive and Garden View Road	45	141	446	1,409
	Between Garden View Road and Town Center Place	30	95	301	953
	Between Town Center Place and El Camino Real	37	117	371	1,172

**Table 4.9-18
Housing Strategy 1 (RM) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Mountain Vista Drive	Between El Camino Real and Wandering Road	14	45	141	446
	Between Wandering Road and Village Park Way	9	27	87	275
Lone Jack Drive	Between Rancho Santa Fe Road and northern terminus	6	18	57	182
El Camino Del Norte	Between Rancho Santa Fe Road and San Dieguito CPA boundary	5	17	55	173
	Between San Dieguito CPA boundary to Via De Fortuna	5	17	54	169
Encinitas Blvd	Between Highway 101 and Vulcan Avenue	17	52	166	524
	Between Vulcan Avenue and Days Inn traffic signal	25	79	251	792
	Between Days Inn traffic signal and I-5 SB Ramps	25	79	251	792
	Between I-5 SB Ramps and I-5 NB Ramps	28	89	281	889
	Between I-5 NB Ramps and Saxony Road	29	93	294	931
	Between Saxony Road and Calle Magdalena	25	79	251	792
	Between Calle Magdalena and Encinitas Town Country traffic signal	29	91	288	910
	Between Encinitas Town Country traffic signal and Quail Gardens Drive	26	81	256	811
	Between Quails Garden Drive and Delphinium Street	36	115	362	1,145
	Between Delphinium Street and Balour Drive	36	115	362	1,145
	Between Balour Drive and Via Cantebria	45	141	446	1,409
	Between Via Cantebria and El Camino Real	27	87	275	869
	Between El Camino Real and Village Square Drive	29	93	294	931
	Between Village Square Drive and Turner Avenue	28	89	281	889
	Between Turner Avenue and Cerro Street	28	89	281	889
	Between Cerro Street and Village Park Way	28	89	281	889
	Between Village Park Way to Willowspring Drive	27	85	269	849
	Between Willowspring Drive to Rancho Santa Fe Road	22	71	223	706
S Rancho Santa Fe Road	Between Manchester Avenue and 770 feet east of Manchester Avenue	18	57	182	574
	Between 770 feet east of Manchester Avenue and San Dieguito CPA boundary	18	57	182	574
F Street/Requeza Street	Between Vulcan Avenue and Cornish Drive	2	6	18	56
	Between Cornish Drive and San Dieguito Drive	2	6	19	60
	Between San Dieguito Drive and Stratford Drive	2	6	19	60
	Between Stratford Drive and Regal Road	2	6	20	64
	Between Regal Road and West Lake Drive	2	6	19	59
	Between West Lake Drive and Nardo Drive	1	4	14	45

**Table 4.9-18
Housing Strategy 1 (RM) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Santa Fe Drive	Between Vulcan Avenue and Cornish Drive	5	14	46	144
	Between Cornish Drive and Summit Avenue	5	15	49	155
	Between Summit Avenue and Devonshire	5	17	54	169
	Between Devonshire Drive and Driveway	8	26	83	262
	Between Driveway and I-5 SB Ramps	8	26	83	262
	Between I-5 SB Ramps and I-5 NB Ramps	12	38	120	379
	Between I-5 NB Ramps and Regal Road	9	27	87	275
	Between Regal Road and Gardena Road	9	27	87	275
	Between Gardena Road and Nardo Road	9	27	87	275
	Between Nardo Road and Windsor Road/Bonita Drive	10	30	95	301
	Between Windsor Road/Bonita Drive and Balour Drive	10	30	95	301
	Between Balour Drive and Lake Drive	10	32	100	315
	Between Lake Drive and Crest Drive	10	30	95	301
	Between Crest Drive and El Camino Real	10	30	95	301
Birmingham Drive	Between San Elijo Avenue and Newcastle Avenue	6	20	63	199
	Between Newcastle Avenue and Manchester Avenue	6	20	63	199
	Between Manchester Avenue and Montgomery Avenue	6	20	63	199
	Between Montgomery Avenue and Cambridge Avenue	6	20	63	199
	Between Cambridge Avenue and MacKinnon Avenue	6	20	63	199
	Between MacKinnon Avenue and Carol View Drive	8	25	79	251
	Between Carol View Drive and I-5 SB Ramps	8	25	79	251
	Between I-5 SB Ramps and I-5 NB Ramps	15	49	155	489
	Between I-5 NB Ramps and Villa Cardiff Drive	10	30	95	301
	Between Villa Cardiff Drive and Playa Rivera	6	19	60	190
	Between Playa Rivera and Freda Lane	7	21	67	213
	Between Freda Lane and Lake Drive	4	14	45	141

**Table 4.9-18
Housing Strategy 1 (RM) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
I-5	Between Palomar Airport Road and Poinsettia Lane	271	583	1,256	2,706
	Between Poinsettia Lane and La Costa Avenue	275	592	1,275	2,748
	Between La Costa Avenue and Leucadia Boulevard	271	583	1,256	2,706
	Between Leucadia Boulevard and Encinitas Boulevard	208	449	967	2,084
	Between Encinitas Boulevard and Santa Fe Drive	275	592	1,275	2,748
	Between Santa Fe Drive and Birmingham Drive	275	592	1,275	2,748
	Between Birmingham Drive and Manchester Avenue	283	610	1,315	2,833
	Between Manchester Avenue and Lomas Santa Fe Drive	325	701	1,510	3,253
	Between Lomas Santa Fe Drive and Via de la Valle	320	690	1,487	3,204

**Table 4.9-19
Housing Strategy 2 (BYO) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Carlsbad Blvd	Between Avenida Encinas and La Costa Avenue	31	97	308	975
	Between Poinsettia Lane and Avenida Encinas	30	95	301	953
Highway 101	Between La Costa Avenue and 600 feet south of La Costa Avenue	15	48	151	477
	Between 600 feet south of La Costa Avenue and Leucadia Blvd	14	45	141	446
	Between Leucadia Blvd and Cadmus Street	14	46	144	456
	Between Cadmus Street and Marcheta Street	14	46	144	456
	Between Marcheta Street and 660 feet south of Marcheta Street	14	46	144	456
	Between 660 feet south of Marcheta Street and Encinitas Blvd	13	43	135	426
	Between Encinitas Blvd and D Street	8	24	77	245
	Between D Street and E Street	8	24	77	245
	Between E Street and F Street	8	24	77	245
	Between F Street and H Street	8	24	77	245
	Between H Street and J Street	8	27	85	269
	Between J Street and Swamis Ped Crossing	19	62	195	615
	Between Swami's Pedestrian Crossing and San Elijo State Beach	19	62	195	615
	Between San Elijo State Beach and Chesterfield	20	63	199	629
	Between Chesterfield and Cardiff State Beach	22	69	218	690
	Between Cardiff Beach State and Chart House	22	69	218	690
	Between Chart House and Las Olas Mexican Restaurant	22	69	218	690
	Between Las Olas Mexican Restaurant and <u>City of Solana Beach</u> Cardiff by the sea limits	22	69	218	690
	Between <u>City of Solana Beach</u> Cardiff by the sea limits and West Cliff Street	21	67	213	674
	Between West Cliff and Lomas Santa Fe	23	74	234	740
	Between Lomas Santa Fe Drive and Via De La Valle	22	69	218	690
Vulcan Avenue	Between La Costa Avenue and Leucadia Boulevard	45	1216	3751	117162
	Between Leucadia Blvd and Encinitas Boulevard	45	1217	3954	123169
	Between Encinitas Boulevard and D Street	9	29	93	294
	Between D Street and E Street	9	29	93	294
	Between E Street and Santa Fe Drive	10	30	95	301
San Elijo Avenue	Between Santa Fe Drive and Birmingham Drive	5	17	52	166
	Between Birmingham Drive and Chesterfield Drive	7	21	66	208
	Between Chesterfield Drive and Manchester Avenue	3	8	27	85

**Table 4.9-19
Housing Strategy 2 (BYO) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Saxony Road	Between La Costa Avenue and Quail Hollow Gardens Drive	4	14	44	138
	Between Quail Hollow Gardens Drive and Normandy Road	2	6	18	57
	Between Normandy Road and Brittany Avenue	2	6	20	64
	Between Brittany Avenue and Leucadia Boulevard	2	6	18	57
	Between Leucadia Boulevard and Silver Berry Place	8	27	85	269
	Between Silver Berry Place and Encinitas Boulevard	10	33	104	330
Quail Hollow Drive	Between Swallow Tail Road and Saxony Road	13	58	1426	4683
Quail Gardens Drive	Between Swallow Tail Road and Lauren Court	3	11	35	109
	Between Lauren Court and Leucadia Boulevard	4	12	37	117
	Between Leucadia Boulevard and Paseo De Las Flores	6	19	59	186
	Between Paseo De Las Flores and Paseo De Las Verdes	6	19	59	186
	Between Paseo De Las Verdes and Encinitas Boulevard	6	19	62	195
Westlake Street	Between Encinitas Boulevard and Requeza Street	7	21	66	208
Nardo Drive	Between Requeza Street and Melba Road	2	5	16	50
	Between Melba Road and Santa Fe Drive	1	4	14	45
MacKinnon Avenue	Between Santa Fe Drive and Villa Cardiff Drive	3	11	34	107
Villa Cardiff Drive	Between MacKinnon Avenue and Windsor Road	4	11	35	112
	Between Windsor Road and Birmingham Drive	3	10	32	102
Garden View Road	Between Leucadia Boulevard and Via Cantebria	8	26	81	256
	Between Via Cantebria and El Camino Real	9	28	89	281
Town Center Place	Between Leucadia Boulevard and Town Center Place	6	19	59	186
	Between Town Center Place and Town Center Drive	5	15	49	155
Via Cantebria	Between Town Center Drive and Garden View Road	4	14	45	141
	Between Garden View Road and Forrest Bluff	11	34	107	338
	Between Forrest Bluff and Via Montoro	11	35	109	346
	Between Via Montoro and Via Molena	12	39	123	388
	Between Via Molena and Encinitas Boulevard	13	41	129	406
Balour Drive	Between Encinitas Boulevard and Melba Road	6	19	60	190
	Between Melba Road and Santa Fe Drive	3	10	31	97
Lake Drive	Between Santa Fe Drive and Woodlake Drive	3	11	35	109
	Between Woodlake Drive and Birmingham Drive	3	11	35	109

**Table 4.9-19
Housing Strategy 2 (BYO) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
El Camino Real	Between Aviara Parkway and La Costa Avenue	83	262	830	2,624
	Between La Costa Avenue and Calle Barcelona	59	186	587	1,858
	Between Calle Barcelona and City of Carlsbad boundary	55	173	548	1,734
	Between City of Carlsbad boundary and Leucadia Boulevard	71	223	706	2,233
	Between Leucadia Boulevard and Town Center Drive	55	173	548	1,734
	Between Town Center Drive and Garden View Road	50	158	500	1,581
	Between Garden View Road and 331-339 El Camino Real	22	71	223	706
	Between 331-339 El Camino Real and Via Montoro	26	81	256	811
	Between Via Montoro and Mountain Vista	23	72	229	723
	Between Mountain Vista and Via Molena	24	77	245	774
	Between Via Molena and Encinitas Boulevard	30	95	301	953
	Between Encinitas Boulevard and 213 S El Camino Real	28	89	281	889
	Between 213 S El Camino Real and Crest Drive	24	76	239	757
	Between Crest Drive and Willowspring Drive	26	81	256	811
	Between Willowspring Drive and Santa Fe Drive	27	85	269	849
	Between Santa Fe Drive and Sage Canyon Drive	45	141	446	1,409
	Between Sage Canyon Drive and Manchester Avenue	44	138	435	1,377
Village Park Way	Between Mountain Vista Drive and Parkdale Drive	8	24	77	245
	Between Parkdale Drive and Encinitas Boulevard	10	32	102	323
Rancho Santa Fe Road	Between Olivenhain Road and Calle Acervo	16	51	162	512
	Between Calle Acervo/Avenida La Posta and Olive Crest Drive	12	37	117	371
	Between Olive Crest Drive and 13th Street	11	36	115	362
	Between 13th Street and 11th Street	11	36	115	362
	Between 11th Street and El Camino Del Norte	11	36	115	362
	Between El Camino Del Norte and 9th Street	10	31	97	308
	Between 9th Street and 8th Street	10	32	100	315
	Between 8th Street and 7th Street	10	32	102	323
	Between 7th Street and Encinitas Boulevard	13	41	129	406

**Table 4.9-19
Housing Strategy 2 (BYO) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Manchester Avenue	Between Manchester Avenue and Mira Costa College	45	141	446	1,409
	Between Mira Costa College and I-5 NB On-Ramp	45	141	446	1,409
	Between I-5 NB Ramps and I-5 SB Ramps	29	91	288	910
	Between I-5 SB Ramps and Ocean Cove Drive	8	27	85	269
	Between Ocean Cove Drive and Seaside Cardiff-by-the-sea residential area driveway	8	27	85	269
	Between Seaside Cardiff-by-the-sea residential area driveway and San Elijo Water Reclamation Facility Driveway	8	27	85	269
	Between San Elijo Water Reclamation Facility Driveway and Manchester Avenue	8	26	83	262
Manchester Avenue	Between Encinitas Boulevard and El Camino Real	10	30	95	301
La Costa Avenue	Between Highway 101 and Vulcan Avenue	12	38	120	379
	Between Vulcan Avenue and Sheridan Road	12	38	120	379
	Between Sheridan Road and I-5 SB Ramps	16	50	158	500
	Between I-5 SB Ramps and I-5 NB Ramps	21	66	208	659
	Between I-5 NB Ramps and Piraeus Street	62	195	615	1,945
	Between Piraeus Street and Saxony Road	62	195	615	1,945
	Between Saxony Road and El Camino Real	64	204	644	2,037
	Between El Camino Real and La Costa Towne Center traffic signal	15	47	148	467
	Between La Costa Towne Center traffic signal and Fairway Lane	15	47	148	467
	Between Fairway Lane and Calle Madero	15	47	148	467
Leucadia Blvd	Between Highway 101 and Vulcan Avenue	8	26	81	256
	Between Vulcan Avenue and Hermes Avenue	9	28	89	281
	Between Hermes Avenue and Hygeia Avenue	9	27	87	275
	Between Hygeia Avenue and Hymettus Avenue	8	24	77	245
	Between Hymettus Avenue and Orpheus Avenue	10	33	104	330
	Between Orpheus Avenue and I-5 SB Ramps	13	42	132	416
	Between I-5 SB Ramps and I-5 NB Ramps	12	37	117	371
	Between Piraeus Street and Urania Avenue	32	100	315	998
	Between Urania Avenue and Saxony Road	32	100	315	998
	Between Saxony Road and Sidonia Street	29	93	294	931
	Between Sidonia Street and Quail Gardens Drive	29	93	294	931
	Between Quail Gardens Drive and Garden View Road	45	141	446	1,409
	Between Garden View Road and Town Center Place	30	95	301	953
	Between Town Center Place and El Camino Real	36	115	362	1,145

**Table 4.9-19
Housing Strategy 2 (BYO) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Mountain Vista Drive	Between El Camino Real and Wandering Road	14	45	141	446
	Between Wandering Road and Village Park Way	9	27	87	275
Lone Jack Drive	Between Rancho Santa Fe Road and northern terminus	6	18	57	182
El Camino Del Norte	Between Rancho Santa Fe Road and San Dieguito CPA boundary	6	18	56	177
	Between San Dieguito CPA boundary to Via De Fortuna	5	17	54	169
Encinitas Blvd	Between Highway 101 and Vulcan Avenue	16	51	162	512
	Between Vulcan Avenue and Days Inn traffic signal	24	76	239	757
	Between Days Inn traffic signal and I-5 SB Ramps	24	76	239	757
	Between I-5 SB Ramps and I-5 NB Ramps	28	89	281	889
	Between I-5 NB Ramps and Saxony Road	30	95	301	953
	Between Saxony Road and Calle Magdalena	26	81	256	811
	Between Calle Magdalena and Encinitas Town Country traffic signal	29	93	294	931
	Between Encinitas Town Country traffic signal and Quail Gardens Drive	27	85	269	849
	Between Quails Garden Drive and Delphinium Street	37	117	371	1,172
	Between Delphinium Street and Balour Drive	37	117	371	1,172
	Between Balour Drive and Via Cantebria	46	144	456	1,442
	Between Via Cantebria and El Camino Real	28	89	281	889
	Between El Camino Real and Village Square Drive	29	91	288	910
	Between Village Square Drive and Turner Avenue	28	89	281	889
	Between Turner Avenue and Cerro Street	28	89	281	889
	Between Cerro Street and Village Park Way	29	91	288	910
	Between Village Park Way to Willowspring Drive	27	85	269	849
	Between Willowspring Drive to Rancho Santa Fe Road	22	71	223	706
S Rancho Santa Fe Road	Between Manchester Avenue and 770 feet east of Manchester Avenue	18	57	182	574
	Between 770 feet east of Manchester Avenue and San Dieguito CPA boundary	18	57	182	574
F Street/Requeza Street	Between Vulcan Avenue and Cornish Drive	2	6	18	57
	Between Cornish Drive and San Dieguito Drive	2	6	19	59
	Between San Dieguito Drive and Stratford Drive	2	6	19	59
	Between Stratford Drive and Regal Road	2	6	20	63
	Between Regal Road and West Lake Drive	2	7	22	69
	Between West Lake Drive and Nardo Drive	1	5	15	47

**Table 4.9-19
Housing Strategy 2 (BYO) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Santa Fe Drive	Between Vulcan Avenue and Cornish Drive	5	15	47	148
	Between Cornish Drive and Summit Avenue	5	15	47	148
	Between Summit Avenue and Devonshire	5	17	54	169
	Between Devonshire Drive and Driveway	8	26	81	256
	Between Driveway and I-5 SB Ramps	8	26	81	256
	Between I-5 SB Ramps and I-5 NB Ramps	12	38	120	379
	Between I-5 NB Ramps and Regal Road	8	27	85	269
	Between Regal Road and Gardena Road	8	27	85	269
	Between Gardena Road and Nardo Road	8	27	85	269
	Between Nardo Road and Windsor Road/Bonita Drive	9	29	93	294
	Between Windsor Road/Bonita Drive and Balour Drive	9	29	93	294
	Between Balour Drive and Lake Drive	10	32	100	315
	Between Lake Drive and Crest Drive	10	30	95	301
	Between Crest Drive and El Camino Real	10	30	95	301
Birmingham Drive	Between San Elijo Avenue and Newcastle Avenue	6	20	63	199
	Between Newcastle Avenue and Manchester Avenue	6	20	63	199
	Between Manchester Avenue and Montgomery Avenue	6	20	63	199
	Between Montgomery Avenue and Cambridge Avenue	6	20	63	199
	Between Cambridge Avenue and MacKinnon Avenue	6	20	63	199
	Between MacKinnon Avenue and Carol View Drive	8	26	81	256
	Between Carol View Drive and I-5 SB Ramps	8	26	81	256
	Between I-5 SB Ramps and I-5 NB Ramps	15	49	155	489
	Between I-5 NB Ramps and Villa Cardiff Drive	10	30	95	301
	Between Villa Cardiff Drive and Playa Rivera	6	19	60	190
	Between Playa Rivera and Freda Lane	7	21	67	213
	Between Freda Lane and Lake Drive	5	14	46	144

**Table 4.9-19
Housing Strategy 2 (BYO) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
I-5	Between Palomar Airport Road and Poinsettia Lane	271	583	1,256	2,706
	Between Poinsettia Lane and La Costa Avenue	275	592	1,275	2,748
	Between La Costa Avenue and Leucadia Boulevard	271	583	1,256	2,706
	Between Leucadia Boulevard and Encinitas Boulevard	208	449	967	2,084
	Between Encinitas Boulevard and Santa Fe Drive	275	592	1,275	2,748
	Between Santa Fe Drive and Birmingham Drive	275	592	1,275	2,748
	Between Birmingham Drive and Manchester Avenue	283	610	1,315	2,833
	Between Manchester Avenue and Lomas Santa Fe Drive	330	712	1,533	3,303
	Between Lomas Santa Fe Drive and Via De La Valle	325	701	1,510	3,253

**Table 4.9-20
Housing Strategy 3 (MMUP) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Carlsbad Blvd	Between Avenida Encinas and La Costa Avenue	31	97	308	975
	Between Poinsettia Lane and Avenida Encinas	31	97	308	975
Highway 101	Between La Costa Avenue and 600 feet south of La Costa Avenue	15	49	155	489
	Between 600 feet south of La Costa Avenue and Leucadia Blvd	15	47	148	467
	Between Leucadia Blvd and Cadmus Street	15	48	151	477
	Between Cadmus Street and Marcheta Street	15	48	151	477
	Between Marcheta Street and 660 feet south of Marcheta Street	14	44	138	435
	Between 660 feet south of Marcheta Street and Encinitas Blvd	14	44	138	435
	Between Encinitas Blvd and D Street	8	25	79	251
	Between D Street and E Street	8	25	79	251
	Between E Street and F Street	8	25	79	251
	Between F Street and H Street	8	25	79	251
	Between H Street and J Street	8	27	85	269
	Between J Street and Swamis Ped Crossing	19	62	195	615
	Between Swami's Pedestrian Crossing and San Elijo State Beach	20	63	199	629
	Between San Elijo State Beach and Chesterfield	20	63	199	629
	Between Chesterfield and Cardiff State Beach	22	69	218	690
	Between Cardiff Beach State and Chart House	22	69	218	690
	Between Chart House and Las Olas Mexican Restaurant	22	69	218	690
	Between Las Olas Mexican Restaurant and <u>City of Solana Beach</u> Cardiff by the sea limits	22	69	218	690
	Between <u>City of Solana Beach</u> Cardiff by the sea limits and West Cliff Street	21	67	213	674
	Between West Cliff and Lomas Santa Fe	23	74	234	740
	Between Lomas Santa Fe Drive and Via De La Valle	22	69	218	690
Vulcan Avenue	Between La Costa Avenue and Leucadia Boulevard	45	1216	3851	120162
	Between Leucadia Blvd and Encinitas Boulevard	45	1317	4054	126169
	Between Encinitas Boulevard and D Street	9	29	93	294
	Between D Street and E Street	10	31	97	308
	Between E Street and Santa Fe Drive	10	32	100	315
San Elijo Avenue	Between Santa Fe Drive and Birmingham Drive	5	17	54	169
	Between Birmingham Drive and Chesterfield Drive	7	21	66	208
	Between Chesterfield Drive and Manchester Avenue	3	9	27	87

**Table 4.9-20
Housing Strategy 3 (MMUP) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Saxony Road	Between La Costa Avenue and Quail Hollow Gardens Drive	4	13	43	135
	Between Quail Hollow Gardens Drive and Normandy Road	2	6	18	56
	Between Normandy Road and Brittany Avenue	2	6	20	63
	Between Brittany Avenue and Leucadia Boulevard	2	6	18	56
	Between Leucadia Boulevard and Silver Berry Place	8	27	85	269
	Between Silver Berry Place and Encinitas Boulevard	10	32	100	315
Quail Hollow Drive	Between Swallow Tail Road and Saxony Road	13	58	1426	4683
Quail Gardens Drive	Between Swallow Tail Road and Lauren Court	3	11	35	109
	Between Lauren Court and Leucadia Boulevard	4	12	37	117
	Between Leucadia Boulevard and Paseo De Las Flores	6	20	64	204
	Between Paseo De Las Flores and Paseo De Las Verdes	6	20	64	204
	Between Paseo De Las Verdes and Encinitas Boulevard	6	19	59	186
Westlake Street	Between Encinitas Boulevard and Requeza Street	5	15	48	151
Nardo Drive	Between Requeza Street and Melba Road	1	5	15	47
	Between Melba Road and Santa Fe Drive	1	5	15	47
MacKinnon Avenue	Between Santa Fe Drive and Villa Cardiff Drive	3	10	33	104
Villa Cardiff Drive	Between MacKinnon Avenue and Windsor Road	3	11	35	109
	Between Windsor Road and Birmingham Drive	3	10	30	95
Garden View Road	Between Leucadia Boulevard and Via Cantebria	8	26	81	256
	Between Via Cantebria and El Camino Real	9	29	91	288
Town Center Place	Between Leucadia Boulevard and Town Center Place	6	19	59	186
	Between Town Center Place and Town Center Drive	5	15	49	155
Via Cantebria	Between Town Center Drive and Garden View Road	4	14	45	141
	Between Garden View Road and Forrest Bluff	11	34	107	338
	Between Forrest Bluff and Via Montoro	11	35	109	346
	Between Via Montoro and Via Molena	12	39	123	388
	Between Via Molena and Encinitas Boulevard	13	41	129	406
Balour Drive	Between Encinitas Boulevard and Melba Road	6	19	59	186
	Between Melba Road and Santa Fe Drive	3	10	32	100
Lake Drive	Between Santa Fe Drive and Woodlake Drive	3	11	35	109
	Between Woodlake Drive and Birmingham Drive	3	11	35	109

**Table 4.9-20
Housing Strategy 3 (MMUP) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
El Camino Real	Between Aviara Parkway and La Costa Avenue	83	262	830	2,624
	Between La Costa Avenue and Calle Barcelona	59	186	587	1,858
	Between Calle Barcelona and City of Carlsbad boundary	56	177	561	1,774
	Between City of Carlsbad boundary and Leucadia Boulevard	71	223	706	2,233
	Between Leucadia Boulevard and Town Center Drive	55	173	548	1,734
	Between Town Center Drive and Garden View Road	51	162	512	1,618
	Between Garden View Road and 331-339 El Camino Real	22	71	223	706
	Between 331-339 El Camino Real and Via Montoro	26	81	256	811
	Between Via Montoro and Mountain Vista	23	74	234	740
	Between Mountain Vista and Via Molena	24	77	245	774
	Between Via Molena and Encinitas Boulevard	31	97	308	975
	Between Encinitas Boulevard and 213 S El Camino Real	28	89	281	889
	Between 213 S El Camino Real and Crest Drive	24	76	239	757
	Between Crest Drive and Willowspring Drive	26	81	256	811
	Between Willowspring Drive and Santa Fe Drive	27	85	269	849
	Between Santa Fe Drive and Sage Canyon Drive	46	144	456	1,442
	Between Sage Canyon Drive and Manchester Avenue	45	141	446	1,409
Village Park Way	Between Mountain Vista Drive and Parkdale Drive	8	26	81	256
	Between Parkdale Drive and Encinitas Boulevard	10	33	104	330
Rancho Santa Fe Road	Between Olivenhain Road and Calle Acervo	16	51	162	512
	Between Calle Acervo/Avenida La Posta and Olive Crest Drive	12	37	117	371
	Between Olive Crest Drive and 13th Street	11	36	115	362
	Between 13th Street and 11th Street	11	36	115	362
	Between 11th Street and El Camino Del Norte	12	37	117	371
	Between El Camino Del Norte and 9th Street	10	31	97	308
	Between 9th Street and 8th Street	10	31	97	308
	Between 8th Street and 7th Street	10	32	102	323
	Between 7th Street and Encinitas Boulevard	13	42	132	416

**Table 4.9-20
Housing Strategy 3 (MMUP) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Manchester Avenue	Between Manchester Avenue and Mira Costa College	45	141	446	1,409
	Between Mira Costa College and I-5 NB On-Ramp	46	144	456	1,442
	Between I-5 NB Ramps and I-5 SB Ramps	29	91	288	910
	Between I-5 SB Ramps and Ocean Cove Drive	9	27	87	275
	Between Ocean Cove Drive and Seaside Cardiff-by-the-sea residential area driveway	8	27	85	269
	Between Seaside Cardiff-by-the-sea residential area driveway and San Elijo Water Reclamation Facility Driveway	8	27	85	269
	Between San Elijo Water Reclamation Facility Driveway and Manchester Avenue	8	27	85	269
Manchester Avenue	Between Encinitas Boulevard and El Camino Real	10	32	100	315
La Costa Avenue	Between Highway 101 and Vulcan Avenue	13	40	126	397
	Between Vulcan Avenue and Sheridan Road	12	39	123	388
	Between Sheridan Road and I-5 SB Ramps	16	51	162	512
	Between I-5 SB Ramps and I-5 NB Ramps	21	67	213	674
	Between I-5 NB Ramps and Piraeus Street	62	195	615	1,945
	Between Piraeus Street and Saxony Road	62	195	615	1,945
	Between Saxony Road and El Camino Real	64	204	644	2,037
	Between El Camino Real and La Costa Towne Center traffic signal	15	47	148	467
	Between La Costa Towne Center traffic signal and Fairway Lane	15	48	151	477
	Between Fairway Lane and Calle Madero	15	47	148	467
Leucadia Blvd	Between Highway 101 and Vulcan Avenue	8	26	83	262
	Between Vulcan Avenue and Hermes Avenue	9	29	93	294
	Between Hermes Avenue and Hygeia Avenue	9	28	89	281
	Between Hygeia Avenue and Hymettus Avenue	8	24	77	245
	Between Hymettus Avenue and Orpheus Avenue	10	33	104	330
	Between Orpheus Avenue and I-5 SB Ramps	11	34	107	338
	Between I-5 SB Ramps and I-5 NB Ramps	12	37	117	371
	Between Piraeus Street and Urania Avenue	31	97	308	975
	Between Urania Avenue and Saxony Road	31	97	308	975
	Between Saxony Road and Sidonia Street	29	93	294	931
	Between Sidonia Street and Quail Gardens Drive	29	93	294	931
	Between Quail Gardens Drive and Garden View Road	44	138	435	1,377
	Between Garden View Road and Town Center Place	29	93	294	931
	Between Town Center Place and El Camino Real	36	115	362	1,145

**Table 4.9-20
Housing Strategy 3 (MMUP) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Mountain Vista Drive	Between El Camino Real and Wandering Road	14	45	141	446
	Between Wandering Road and Village Park Way	9	27	87	275
Lone Jack Drive	Between Rancho Santa Fe Road and northern terminus	6	18	57	182
El Camino Del Norte	Between Rancho Santa Fe Road and San Dieguito CPA boundary	5	17	55	173
	Between San Dieguito CPA boundary to Via De Fortuna	5	17	52	166
Encinitas Blvd	Between Highway 101 and Vulcan Avenue	17	55	173	548
	Between Vulcan Avenue and Days Inn traffic signal	25	79	251	792
	Between Days Inn traffic signal and I-5 SB Ramps	25	79	251	792
	Between I-5 SB Ramps and I-5 NB Ramps	29	91	288	910
	Between I-5 NB Ramps and Saxony Road	30	95	301	953
	Between Saxony Road and Calle Magdalena	26	83	262	830
	Between Calle Magdalena and Encinitas Town Country traffic signal	29	93	294	931
	Between Encinitas Town Country traffic signal and Quail Gardens Drive	27	85	269	849
	Between Quails Garden Drive and Delphinium Street	37	117	371	1,172
	Between Delphinium Street and Balour Drive	37	117	371	1,172
	Between Balour Drive and Via Cantebria	46	144	456	1,442
	Between Via Cantebria and El Camino Real	29	91	288	910
	Between El Camino Real and Village Square Drive	28	89	281	889
	Between Village Square Drive and Turner Avenue	28	89	281	889
	Between Turner Avenue and Cerro Street	28	89	281	889
	Between Cerro Street and Village Park Way	29	93	294	931
	Between Village Park Way to Willowspring Drive	27	87	275	869
	Between Willowspring Drive to Rancho Santa Fe Road	23	72	229	723
S Rancho Santa Fe Road	Between Manchester Avenue and 770 feet east of Manchester Avenue	19	59	186	587
	Between 770 feet east of Manchester Avenue and San Dieguito CPA boundary	19	59	186	587
F Street/Requeza Street	Between Vulcan Avenue and Cornish Drive	2	6	18	57
	Between Cornish Drive and San Dieguito Drive	2	6	19	60
	Between San Dieguito Drive and Stratford Drive	2	6	19	60
	Between Stratford Drive and Regal Road	2	6	20	63
	Between Regal Road and West Lake Drive	2	6	18	57
	Between West Lake Drive and Nardo Drive	1	4	14	45

**Table 4.9-20
Housing Strategy 3 (MMUP) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
Santa Fe Drive	Between Vulcan Avenue and Cornish Drive	5	15	47	148
	Between Cornish Drive and Summit Avenue	5	16	50	158
	Between Summit Avenue and Devonshire	5	17	54	169
	Between Devonshire Drive and Driveway	8	26	81	256
	Between Driveway and I-5 SB Ramps	8	26	81	256
	Between I-5 SB Ramps and I-5 NB Ramps	12	38	120	379
	Between I-5 NB Ramps and Regal Road	9	27	87	275
	Between Regal Road and Gardena Road	9	27	87	275
	Between Gardena Road and Nardo Road	9	27	87	275
	Between Nardo Road and Windsor Road/Bonita Drive	10	30	95	301
	Between Windsor Road/Bonita Drive and Balour Drive	10	30	95	301
	Between Balour Drive and Lake Drive	10	32	100	315
	Between Lake Drive and Crest Drive	10	30	95	301
	Between Crest Drive and El Camino Real	10	30	95	301
Birmingham Drive	Between San Elijo Avenue and Newcastle Avenue	6	20	64	204
	Between Newcastle Avenue and Manchester Avenue	6	20	64	204
	Between Manchester Avenue and Montgomery Avenue	6	20	64	204
	Between Montgomery Avenue and Cambridge Avenue	6	20	64	204
	Between Cambridge Avenue and MacKinnon Avenue	6	20	64	204
	Between MacKinnon Avenue and Carol View Drive	6	19	60	190
	Between Carol View Drive and I-5 SB Ramps	6	19	60	190
	Between I-5 SB Ramps and I-5 NB Ramps	15	48	151	477
	Between I-5 NB Ramps and Villa Cardiff Drive	10	30	95	301
	Between Villa Cardiff Drive and Playa Rivera	6	19	62	195
	Between Playa Rivera and Freda Lane	7	22	69	218
	Between Freda Lane and Lake Drive	5	14	46	144

**Table 4.9-20
Housing Strategy 3 (MMUP) Future Vehicle Traffic Noise Contour Distances**

Roadway	Segment	Distance To (feet)			
		75 CNEL	70 CNEL	65 CNEL	60 CNEL
I-5	Between Palomar Airport Road and Poinsettia Lane	271	583	1,256	2,706
	Between Poinsettia Lane and La Costa Avenue	275	592	1,275	2,748
	Between La Costa Avenue and Leucadia Boulevard	271	583	1,256	2,706
	Between Leucadia Boulevard and Encinitas Boulevard	208	449	967	2,084
	Between Encinitas Boulevard and Santa Fe Drive	275	592	1,275	2,748
	Between Santa Fe Drive and Birmingham Drive	275	592	1,275	2,748
	Between Birmingham Drive and Manchester Avenue	283	610	1,315	2,833
	Between Manchester Avenue and Lomas Santa Fe Drive	330	712	1,533	3,303
	Between Lomas Santa Fe Drive and Via De La Valle	320	690	1,487	3,204

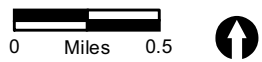
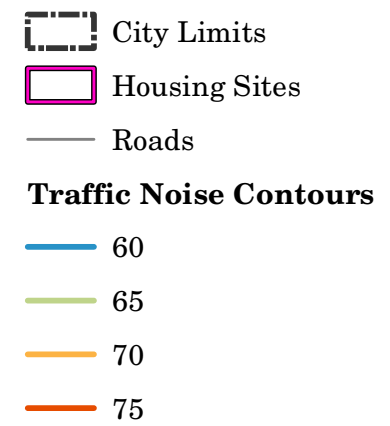
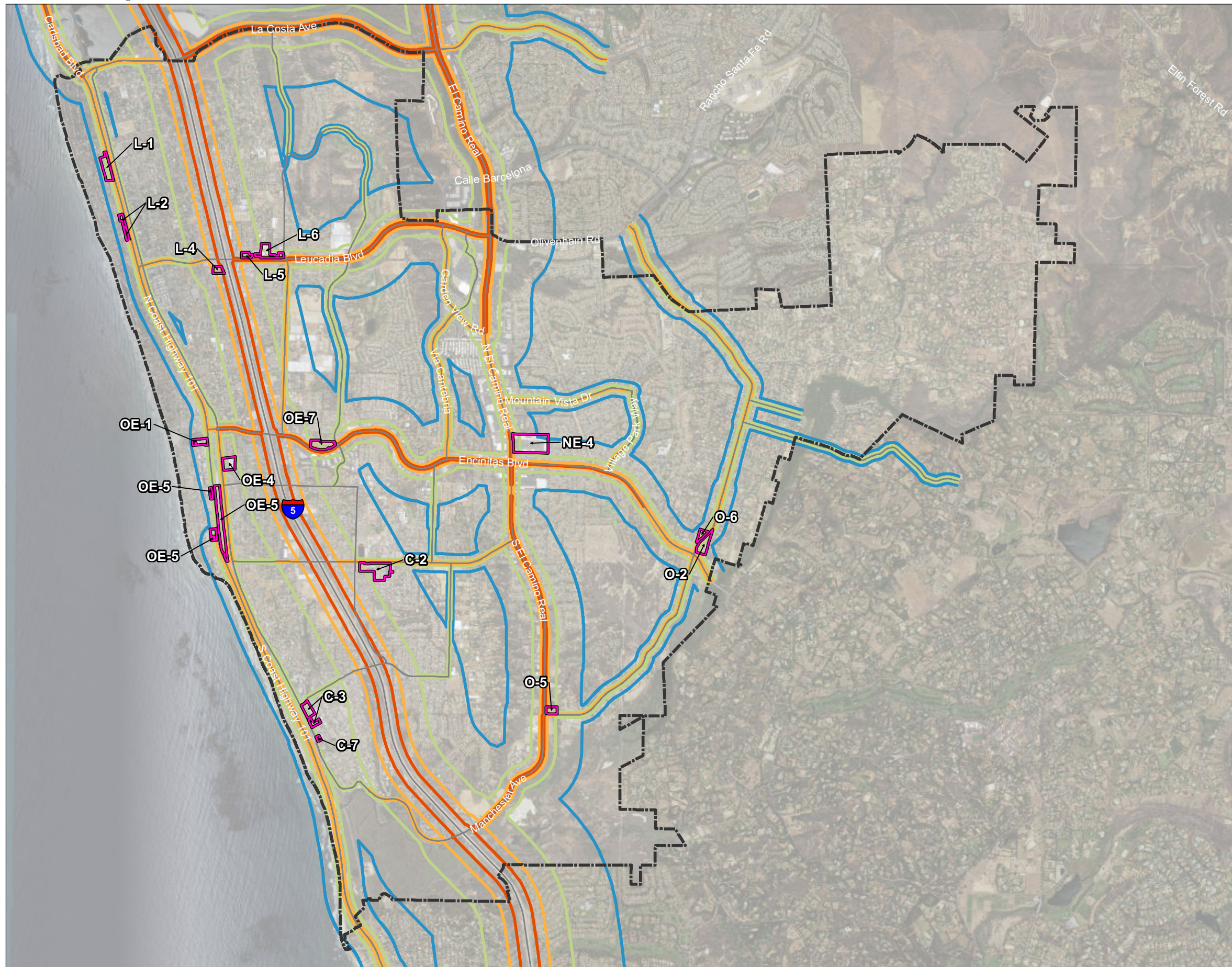
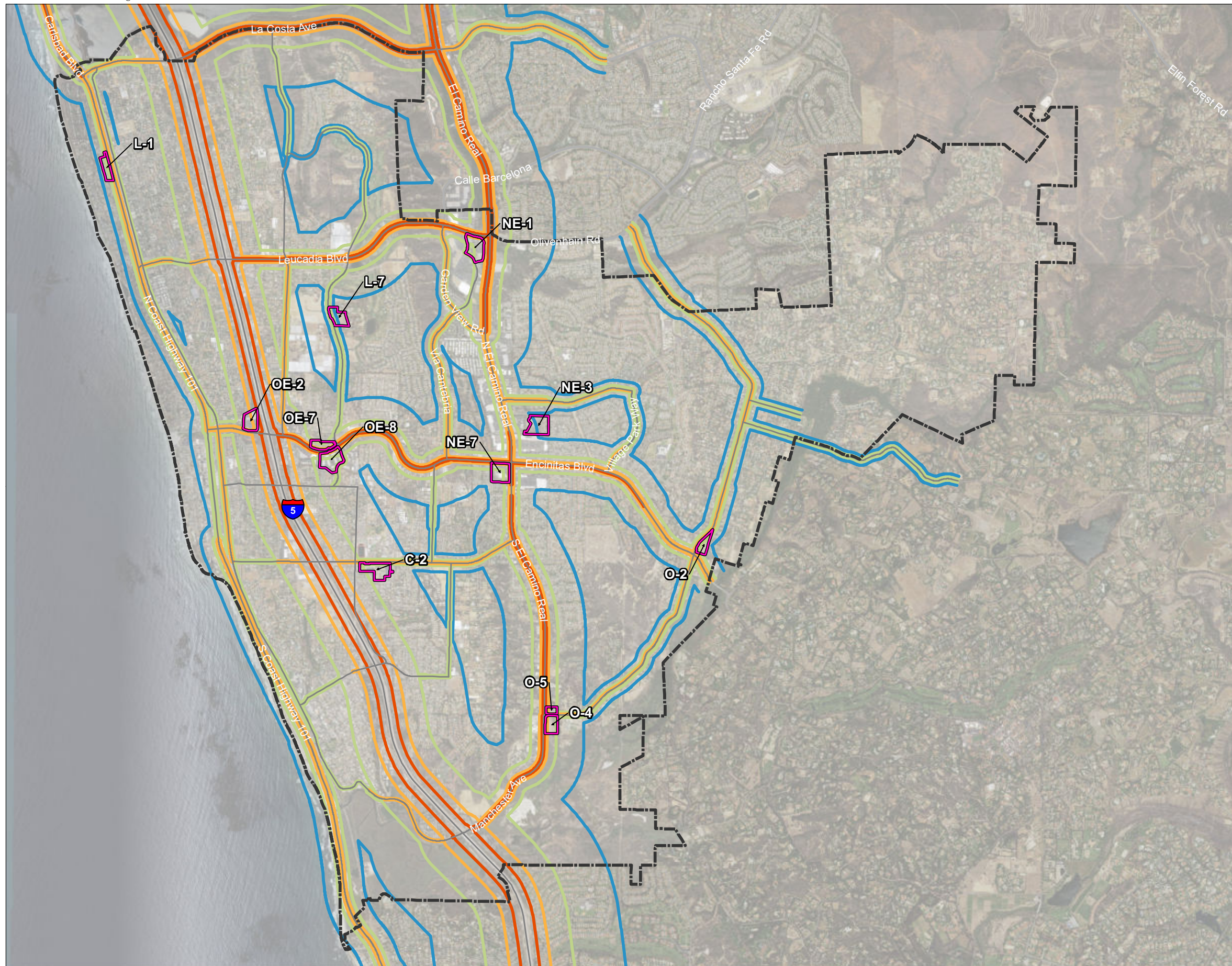


FIGURE 4.9-4
Future Vehicle Traffic Noise
Contours – Housing Strategy 1 (RM)



- City Limits
- Housing Sites
- Roads
- Traffic Noise Contours**
 - 60
 - 65
 - 70
 - 75

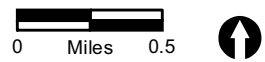
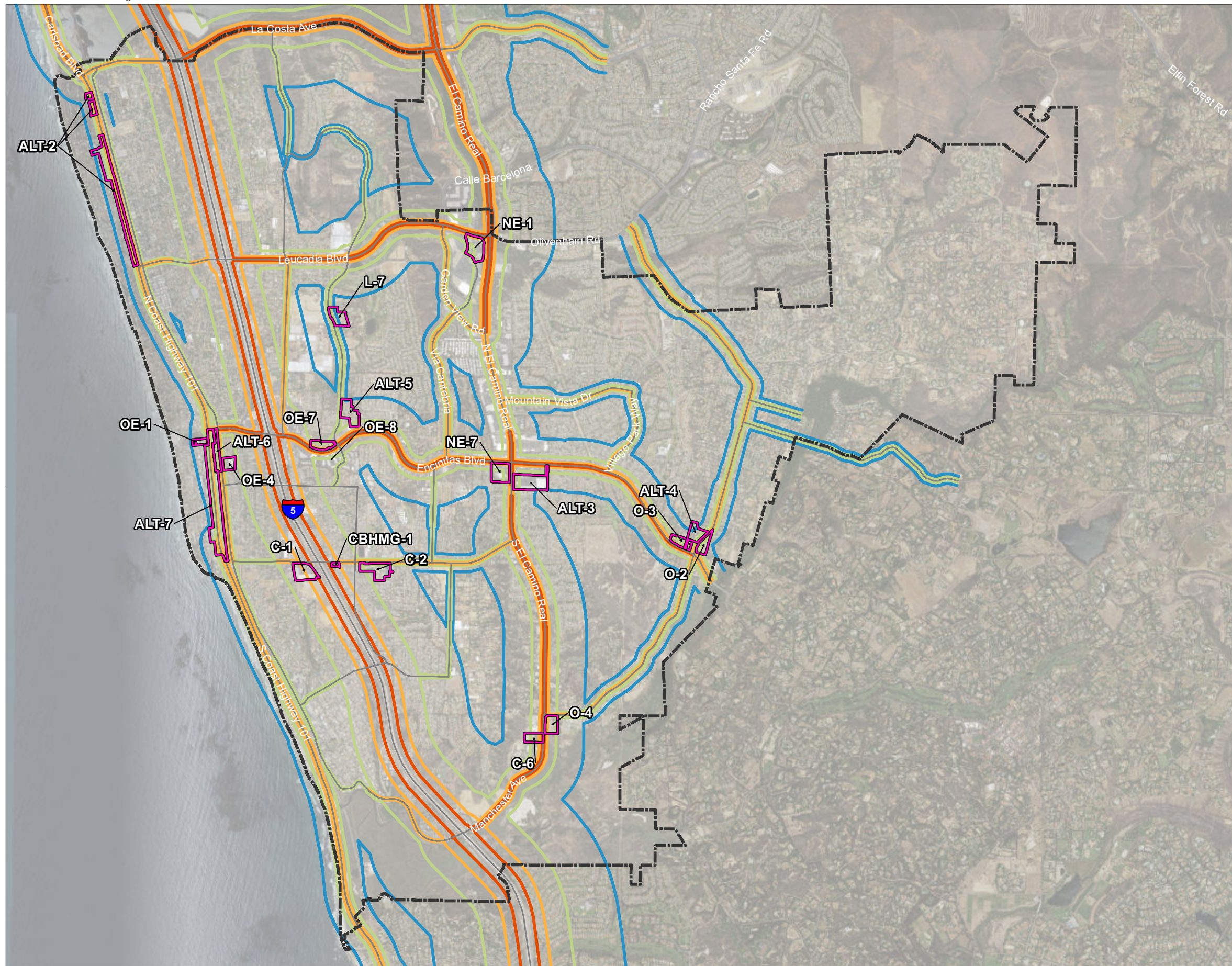









FIGURE 4.9-5
 Future Vehicle Traffic Noise
 Contours – Housing Strategy 2 (BYO)



-  City Limits
-  Housing Sites
-  Roads
- Traffic Noise Contours**
-  60
-  65
-  70
-  75


0 Miles 0.5 

FIGURE 4.9-6
Future Vehicle Traffic Noise
Contours – Housing Strategy 3 (MMUP)

It should be noted that at any specific location the actual existing noise would depend upon not only the source noise level but also the nature of the path from the source to the sensitive receptor. Buildings, walls, dense vegetation, and other barriers would block the direct line of sight and reduce noise levels at the receptor. As an example, a first row of buildings would reduce traffic noise levels at receptors by 3 to 5 dB(A) behind those structures depending on the building-to-gap ratio. Large continuous structures can provide substantially greater attenuation of traffic noise.

As shown in Figures 4.9-4 through 4.9-6, all of the housing sites are located adjacent to roadways or freeways that would generate noise levels greater than 60 L_{dn}. This is in excess of the City's normally acceptable exterior noise compatibility level. Additionally, the following housing sites are located adjacent to roadways or freeways that would generate noise levels greater than 70 L_{dn}: Alt-2, Alt-3, Alt-4, Alt-6, Alt-7, C-1, C-6, CBHMG-1, L-4, L-5, L-6, NE-1, NE-4, NE-7, O-2, O-3, O-4, O-5, O-6, OE-2, OE-5, OE-7, and OE-8. This is in excess of the City's conditionally acceptable exterior noise compatibility level. Noise control measures such as site design, sound walls, and other measures could reduce noise to acceptable levels. Such measures cannot practically be designed at this time, because no specific projects have been designed and proposed at this time. Impacts would be potentially significant (Impact LU-3).

Depending on site design and building construction, interior noise levels could exceed the residential interior noise level standard of 45 L_{dn}. However, Title 24 of the CCR establishes an interior noise standard of 45 L_{dn} for all dwellings other than detached single-family dwellings, and requires that acoustical studies be prepared for proposed multi-family residential structures located where exterior noise levels exceed 60 L_{dn}. Feasible methods to achieve acceptable interior noise levels of 45 L_{dn} may include site design techniques (orienting buildings away from significant noise sources, locating windows and doors on building walls that are not adjacent to the noise source, etc.) and/or building design techniques (various STC rated sound dampening techniques such as the installation of STC-rated windows; or employing the use of double-leaf partitions, noise insulation materials and/or resilient wall channels). Future projects implemented under the HCU floating new zone and located where exterior noise levels exceed 60 L_{dn} would be required to demonstrate compliance with Title 24 requirements as a part of the permitting process. Thus, interior noise impacts would be less than significant.

b. Housing Strategy Summaries

Impacts associated with exposure of persons to or generation of noise levels in excess of standards established in the local general plan would be significant under all three of the housing strategies. There would be no inherent difference in impacts among the housing strategies.

4.9.9.2 Significance of Impacts

All of the housing sites are located adjacent to roadways or freeways that would generate noise levels greater than the City's normally acceptable compatibility level of 60 L_{dn}.

Additionally, many of the housing sites are located adjacent to roadways or freeways that would generate noise levels greater than 70 L_{dn}. This is in excess of the City's conditionally acceptable exterior noise compatibility level. Site-specific exterior noise analyses that demonstrate that the project would not place sensitive receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility guidelines of the City's General Plan would be required. Because no specific projects are proposed at this time, noise control measures cannot be practically designed, and impacts would be potentially significant (Impact LU-3).

Future projects implemented under the ~~HEU-floating~~new zone and located where exterior noise levels exceed 60 L_{dn} would be required to demonstrate compliance with Title 24 requirements as a part of the permitting process. Thus, interior noise impacts would be less than significant.

4.9.9.3 Mitigation Framework

Applications for future development of housing sites consistent with the ~~HEU-floating~~new zone program, wherein the City has determined a potential for noise impacts, shall be required to comply with the following mitigation framework:

LU-1: As part of the City's design review and entitlement process for housing sites, to the extent practicable, the City should avoid siting sensitive exterior areas associated with future residential uses within the 70 L_{dn} exterior traffic noise contour distances to the extent practicable and in consideration of other Zoning Standards and Design Guidelines. If sensitive receptors are to be located within the 70 L_{dn} exterior noise contour, outdoor activity areas shall be shielded from the noise source using site design measures such as building orientation or sound walls to maintain a 70 L_{dn} exterior noise level for noise sensitive exterior areas.

4.5.9.4 Significance after Mitigation

Implementation of mitigation framework LU-1 would reduce exterior noise levels to the standards established in the General Plan. Impacts would be reduced to a level less than significant.